

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

2 JAN 1925

Date of writing Report 1/1/1925 When handed in at Local Office 1/1/1925 Port of Middlesbrough  
 Date, First Survey 15<sup>th</sup> May 1924 Last Survey 1<sup>st</sup> January 1925  
 Number of Visits 40  
 on the S.S. HAMSTERLEY  
 Tons }  
 Net }  
 When built 1925  
 By whom built Smith's Dock Co Ltd Yard No. 800  
 By whom made Smith's Dock Co Ltd Engine No. 269 when made 1925  
 By whom made Blair & Co Ltd Boiler No. A192 when made 1925  
 Registered Horse Power \_\_\_\_\_ Owners \_\_\_\_\_ Port belonging to \_\_\_\_\_  
 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

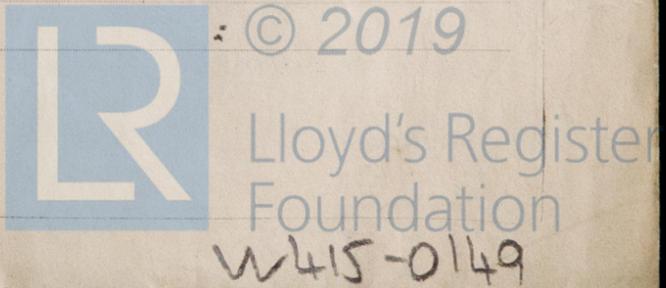
**GINES, & Co.**—Description of Engines Triple expansion three cylinder  
 No. of Cylinders 20 1/2 33 54 Length of Stroke 39" Revs. per minute 73 No. of Cranks 3  
 Dia. of Crank pin 11" Crank webs Mid. length breadth 17 1/4" Thickness parallel to axis 7"  
 as per rule 10.72 as fitted 11" Mid. length thickness 7" If shrunk Thickness around eye-hole 5 1/16"  
 Diameter of Thrust shaft under collars as per rule 10.72 as fitted 11" Diameter of Tunnel shaft as per rule 10.21 as fitted 10 1/2"  
 Diameter of Screw shaft as per rule 11.48 as fitted 12 3/8" Is the Screw shaft  
 with a continuous liner the whole length of the stern tube Yes Is the after end of the liner made watertight in the propeller boss Yes  
 the liner is in more than one length are the joints burned One length If the liner does not fit tightly at the part  
 between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive Yes  
 two liners are fitted, is the shaft lapped or protected between the liners One liner Is an approved appliance fitted at the after end of the shaft to permit  
 it being efficiently lubricated No Length of Stern Bush 4-7 1/2" Diameter of Propeller 15-3"  
 Diameter of Propeller 15-9" No. of Blades 4 State whether Moveable No Total Surface 69 square feet.  
 No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 3 1/4" Stroke 20" Can one be overhauled while the other is at work Yes  
 No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 3 1/4" Stroke 20" Can one be overhauled while the other is at work Yes  
 Total number and size of power driven Feed and Bilge Auxiliary Pumps 2 @ 6x4x6 and 1 @ 8x10x10  
 and size of Pumps connected to the Main Bilge Line 1 @ 8x10x10  
 and size of Ballast Pumps 1 @ 8x10x10 No. and size of Lubricating Oil Pumps, including Spare Pump \_\_\_\_\_  
 two independent means arranged for circulating water through the Oil Cooler \_\_\_\_\_ No. and size of suction connected to both Main Bilge Pumps and Auxiliary  
 Pumps;—In Engine and Boiler Room 3 @ 3" and 1 @ 3" tunnel well and in Holds, &c. Forward hold 2 @ 3"  
aft hold 2 @ 3"  
 and size of Main Water Circulating Pump Bilge Suctions 1 @ 6" No. and size of Donkey Pump Direct Suctions \_\_\_\_\_  
 No. of Engine Room Bilges 1 @ 4" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes  
 the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes  
 all connections with the sea direct on the skin of the ship Yes Are they Valves or Cocks Both  
 they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Discharge Pipes above or below the deep water line Chain below rest above  
 they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes  
 Pipes are carried through the bunkers No How are they protected \_\_\_\_\_  
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes  
 Arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one  
 compartment to another Yes Is the Screw Shaft Tunnel watertight See Hull Rpt Is it fitted with a watertight door Yes worked from Upper Deck

**IN BOILERS, & Co.**—(Letter for record S) Total Heating Surface of Boilers 3947 5/8  
 Forced Draft fitted No No. and Description of Boilers 2 single ended Working Pressure 180 lbs  
 A REPORT ON MAIN BOILERS NOW FORWARDED? Yes  
 A DONKEY BOILER FITTED? No If so, is a report now forwarded? \_\_\_\_\_  
 Are approved plans forwarded herewith for Shafting No Main Boilers Yes Auxiliary Boilers \_\_\_\_\_ Donkey Boilers \_\_\_\_\_  
 Pumping Arrangements Yes Oil Fuel Burning Piping Arrangements \_\_\_\_\_

**ARE GEAR.** State the articles supplied:— 2 Top end bolts & nuts, 2 Bottom end bolts & nuts  
main bearing bolts & nuts, 6 Coupling bolts & nuts, 1 set of Bilge  
pump valves & seats, 1 set of Feed pump valves & seats,  
2 junk ring studs and nuts, 6 Cylinder studs & nuts, 100 assorted  
bolts & nuts, 1/2 cut of iron plate, 1/2 cut of iron bars, 50 condenser  
perules, 12 Condenser tubes, 12 Boiler tubes, 50 Firebars,  
Tube stoppers

Length \_\_\_\_\_  
 Feet \_\_\_\_\_  
 21.0 \_\_\_\_\_  
 22.0 \_\_\_\_\_  
 24.8 13.6 \_\_\_\_\_  
 No. of Visits \_\_\_\_\_

The foregoing is a correct description,  
 FOR SMITH'S DOCK COMPANY, L<sup>td</sup>  
W. A. Stevens Manufacturer.  
 Engine Works Manager



Dates of Survey while building  
 During progress of work in shops on board: 1924 May 15, July 7, 14, 17, 22, 24, 28, Aug 1, 5, 18, Sep 3, 5, 10, 16, 17, 18, 22, 26, Oct 2, 7, 10, 13, 18, 20, 22, 24  
 29, 30, Nov 3, 5, 7, 8, 13, 13, 14, 17, 19, Dec 3, 1925 Jan 1  
 Total No. of visits 40

Dates of Examination of principal parts—Cylinders 16-9-24 Slides 16-9-24  
 Covers 16-9-24 Pistons 2-10-24 Rods 2-10-24  
 Connecting rods 2-10-24 Crank shaft 13-8-24 Thrust shaft 2-10-24  
 Tunnel shafts 13-8-24 Screw shaft 16-9-24 Propeller 18-10-24  
 Stern tube 16-9-24 Engine and boiler seatings 24-10-24 Engines holding down bolts 13-11-24  
 Completion of pumping arrangements 13-11-24 Boilers fixed 24-10-24 Engines tried under steam 14-11-24  
 Completion of fitting sea connections 13-10-24 Stern tube 18-10-24 Screw shaft and propeller 18-10-24  
 Main boiler safety valves adjusted 14-11-24 Thickness of adjusting washers P 9" 5" 5" 7"  
 S 16 16 16 16  
 Material of Crank shaft Ingot steel Identification Mark on Do. 861  
 Material of Thrust shaft Ingot steel Identification Mark on Do. 863  
 Material of Tunnel shafts Ingot steel Identification Marks on Do. 862 ABC & D  
 Material of Screw shafts Ingot steel Identification Marks on Do. 864  
 Material of Steam Pipes Solid Drawn Copper Test pressure 360 lbs Date of Test 7-11-24  
 Is an installation fitted for burning oil fuel No Is the flash point of the oil to be used over 150°F. ✓  
 Have the requirements of the Rules for carrying and burning oil fuel been complied with ✓  
 Is this machinery duplicate of a previous case Yes If so, state name of vessel SS CHILTON Smiths Co 267

**General Remarks** (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been built under special survey. The material and workmanship are sound and good. The engines, boilers, and auxiliaries were examined under steam and all found satisfactory. The machinery is now in a good and safe working condition and renders the vessel eligible in my opinion to have the notation \*LMC 1.25 in the Register Book.  
 Note, This vessel is fitted with electric light and wireless.

It is submitted that this vessel is eligible for THE RECORD. + LMC 1.25. CL.

J.W.D. 2/1/24  
 P. Rat  
 Arthur W. Oxford  
 Engineer Surveyor to Lloyd's Register of Shipping

The amount of Entry Fee ... £ 4 : 0 :  
 Special ... £ 30 : 14 :  
 Donkey Boiler Fee ... £ : :  
 Travelling Expenses (if any) £ : :  
 When applied for, 21.12.1924  
 When received, 1.1.25

Committee's Minute FRI. 2 JAN 1925

Assigned + Lmb. 1.25

CERTIFICATE WRITTEN C.L.