

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

DEC 16 1940

Date of writing Report 12/12/1940 When handed in at Local Office 12/12/1940 Port of WEST HARTLEPOOL.  
To. in Survey held at WEST HARTLEPOOL. Date, First Survey 3rd November, 1939 Last Survey 5th December 1940  
Reg. Book. (Number of Visits 125)  
on the S.S. ISMAILA Gross 6793.06 Tons Net 3969.29  
Built at West Hartlepool By whom built Wm Gray & Co. Ltd. Yard No. 1105 When built 1940.  
Engines made at West Hartlepool By whom made Central Marine Eng. Works Engine No. 1105 When made 1940.  
Boilers made at West Hartlepool By whom made Cent. Mar. Eng. Works Boiler No. 1105 When made 1940.  
Registered Horse Power Owners British India Steam Nav. Co. Ltd. Port belonging to LONDON.  
Nom. Horse Power as per Rule 669 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes.  
Trade for which Vessel is intended Ocean-going.

GINES, &c.—Description of Engines Triple expansion with Bauer Wack Exhaust Turbines, per minute 83.  
Dia. of Cylinders 22-37-65 Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3  
Crank shaft, dia. of journals as per Rule 13.65" as fitted 14" Crank pin dia. 14" Crank webs Mid. length breadth 20" Mid. length thickness 8 1/2" Thickness parallel to axis 8 1/2" Thickness around eye-hole 6"  
Intermediate Shafts, diameter as per Rule 13.57" as fitted 14 1/2" Thrust shaft, diameter at collars as per Rule 13.65" as fitted 14 1/2"  
Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 15.169" as fitted 15 1/2" Is the tube shaft fitted with a continuous liner? Yes  
Bronze Liners, thickness in way of bushes as per Rule .763" as fitted .78" Thickness between bushes as per Rule .572" as fitted .59" Is the after end of the liner made watertight in the propeller boss? Yes. If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner? —  
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? —  
If two liners are fitted, is the shaft lapped or protected between the liners? — Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft? No If so, state type — Length of Bearing in Stern Bush next to and supporting propeller 66"  
Propeller, dia. 18'6" Pitch 16'9" No. of Blades 4 Material Bronze whether Moveable Yes Total Developed Surface 102 sq. feet  
Feed Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 28" Can one be overhauled while the other is at work? Yes  
Bilge Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 28" Can one be overhauled while the other is at work? Yes  
Feed Pumps { No. and size Two 9 1/2" x 7" x 24" Pumps connected to the Main Bilge Line { No. and size 2 @ 4" x 28" One 9" x 10 1/2" x 10"  
How driven Independent steam How driven Main engines Independent steam  
Ballast Pumps, No. and size One 9" x 10 1/2" x 10" Lubricating Oil Pumps, including Spare Pump, No. and size Two 8" x 9" x 18"  
Are two independent means arranged for circulating water through the Oil Cooler? Yes. Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 4 @ 3" Dry tank 1 @ 3" 1 @ 5" In Holds, &c. H° 1, 2 @ 3" H° 2, 2 @ 3" H° 3, 2 @ 3" Gross bunker 2 @ 2 1/2" H° 4, 2 @ 3" H° 5, 2 @ 3" Tunnel well 1 @ 2 1/2" Drain tank cofferdam, 1 @ 2"  
Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 11" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 5"  
Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes? Yes.  
Are 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.  
Are all Sea Connections fitted direct on the skin of the ship? Yes. Are they fitted with Valves or Cocks? Both.  
Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates? Yes. Are the Overboard Discharges above or below the deep water line? MAIN BELOW REST ABOVE.  
Are 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.  
What Pipes pass through the bunkers? None. How are they protected? —  
What pipes pass through the deep tanks? — Have they been tested as per Rule? —  
Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times? Yes.  
Is the 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 Shaft Tunnel watertight? Yes. Is it fitted with a watertight door? Yes. worked from Eng Rm. top.

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 8,500 sq. ft.  
Which Boilers are fitted with Forced Draft All Which Boilers are fitted with Superheaters All  
No. and Description of Boilers Four single ended multitubular Working Pressure 250 lbs.  
IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes  
IS A DONKEY BOILER FITTED? No. If so, is a report now forwarded? —  
Can the donkey boiler be used for domestic purposes only?

PLANS. Are approved plans forwarded herewith for Shafting? Yes. Main Boilers? Yes. Auxiliary Boilers? — Donkey Boilers? —  
(If not state date of approval)  
Superheaters? Yes. General Pumping Arrangements? — Oil fuel Burning Piping Arrangements? —

## SPARE GEAR.

Has the spare gear required by the Rules been supplied? Yes.  
State the principal additional spare gear supplied.

The foregoing is a correct description  
FOR THE CENTRAL MARINE ENGINE WORKS,

(W. Gray &amp; Co. Ltd.)

Manufacturer.

J. H. Gray  
GENERAL MANAGER

004405-004410-0281

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1940	
Dates of Survey while building	<p>1939. Nov. 3. 19. Feb. 12. 16. 20. 26. March 7. 18. 30. April 6. May 27. 31. June 3. 4. 5. 6. 7. 11. 19. 21. 28.</p> <p>During progress of work in shops - -</p> <p>25. 26. 28. July 1. 2. 3. 4. 9. 11. 12. 15. 22. 25. 26. 30. 31. Aug. 1. 2. 6. 7. 8. 12. 13. 14. 16. 19. 22. 23. 26. 28. 29. 30. Sept. 2. 3. 4. 5. 9. 10. 11. 12. 16. 17. 18. 19. 20. Oct. 1. 2. 3. 4. 8. 9. 10. 11. 16. 17. 18. 21. 23. 24. 25. 26. 28. 30. 31. Nov. 1. 2. 4. 5. 6. 7. 13. 14. 15. 16. 18. 21. 22.</p> <p>During erection on board vessel - -</p> <p>June 17. 21. Aug. 30. Sept. 12. Oct. 8. 16. 18. 24. 28. 29. Nov. 4. 7. 12. 13. 14. 15. 21. 25. 26. 27. 28. 30.</p> <p>Total No. of visits = 125</p>

**General Remarks** (State quality of workmanship, opinions as to class, &c. The engines and boilers of this vessel have been constructed under Special Survey and in accordance with the approved plans.

The workmanship and materials have been found good. Upon completion they were examined under full working conditions and found satisfactory.

It is recommended that the machinery of this vessel be classed in the Register Book <sup>28</sup>/<sub>3</sub> L.M.C. 17

MSB (845) F.D. CL.

The amount of Entry Fee	...	£	6	:	0	:	} When applied for, ..... 19.....
Special	...	£	108	:	9	:	
Donkey Boiler Fee	...	£		:		:	
Travelling Expenses (if any)	£			:		:	When received, 11 Jan 1941

Arthur W. Oxford.  
Engineer Surveyor to Lloyd's Register of Shipping

## Committee's Minute

*Assigned*

FRI. 20 DEC 1968

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