

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office AUG -5 1940

Date of writing Report 30th July 1940. When handed in at Local Office 30th July 1940 Port of WEST HARTLEPOOL

No. in Survey held at WEST HARTLEPOOL. Date, First Survey 20th July, 1940 Last Survey 26th July 1940 (Number of Visits 138)

Reg. Book. on the S.S. ITOLA Tons } Gross Net

Built at West Hartlepool By whom built William Gray & Co. Ltd. Yard No. 1102 When built 1940

Engines made at West Hartlepool By whom made Central Marine Engine Works Engine No. 1102 When made 1940

Boilers made at West Hartlepool By whom made Central Marine Engine Works Boiler No. 1102 When made 1940

Registered Horse Power Owners British India Steam Navigation Co. Port belonging to London

Nom. Horse Power as per Rule 640. 669 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes

Trade for which Vessel is intended Ocean going

ENGINES, &c.—Description of Engines Triple expansion with Bauer Wash 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 3/8"

Tube Shafts, diameter as per Rule - as fitted - Screw Shaft, diameter as per Rule 15.169" as fitted 15.75" Is the screw 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 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

If two liners are fitted, is the shaft lapped or protected between the liners No Is an approved Oil Gland or other appliance fitted at the after end of the tube Yes

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

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 Four @ 3" In Holds, &c. No. 1, 2 @ 3" No. 2, 2 @ 3" No. 3, 2 @ 3" Cross

In Pump Room Lumber 2 @ 2 1/2" No. 4, 2 @ 3" No. 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 @ 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 engine room top

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 8500 sq ft

Which Boilers are fitted with Forced Draft CTR Which Boilers are fitted with Superheaters CTR

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 -

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.

(Wm. Gray & Co. Ltd.) J.H. Frame GENERAL MANAGER

Manufacturer.



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8.6 ft. SALT Water Capacity: Tons. 175 168

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4. 18061.

1939. July 20-27. Aug. 14-29. Sept. 27. Oct. 13-19. Nov. 3-10-16-23. Dec. 4-7-21-28-29. 1940. Jan. 4-8-9-11-15-16-17-22-24-30. Feb. 7-8-12-13-14-15-16-19-20-21-23-26-27-28-29. March 4-5-6-7-8-11-13-14-18-21-26-27-28. April 1-2-3-8-9-10-15-16-17-18-19-23-24-25-26-27-28-29. May 1-2-3-7-8-9-10-11-13-14-16-17-20-21-22-23-27-28-31. June 1-3-6-7-8-13-14-15-17-18-19-20-22-24-25-26-27-28-29. July 2-3-4-5-6-9-10-11-12-15-19.

During progress of work in shops - - -
 During erection on board vessel - - -
 Total No. of visits 501138

Dates of Examination of principal parts—Cylinders 9/1/40 - 19/4/40 Slides 9/1/40 - 19/4/40 Covers 9/1/40 - 19/4/40
 Pistons 9/1/40 - 19/4/40 Piston Rods 15/1/40 - 25/4/40 Connecting rods 15/1/40 - 25/4/40
 Crank shaft 15/1/40 - 8/4/40 Thrust shaft - Intermediate shafts 14/3/40 - 22/5/40
 Tube shaft - Screw shaft 14/3/40 - 22/5/40 Propeller 24/5/40
 Stern tube 17-5-40 Engine and boiler seatings 17-5-40 Engines holding down bolts 12-6-40
 Completion of fitting sea connections 26-7-40
 Completion of pumping arrangements 26-7-40 Boilers fixed 21-6-40 Engines tried under steam 26-7-40
 Main boiler safety valves adjusted 25-7-40 Thickness of adjusting washers
 Crank shaft material Sugar Steel Identification Mark 2305 AEG. Thrust shaft material Identification Mark
 Intermediate shafts, material Sugar Steel Identification Marks 2460, 1, 2, 3, 4, 5 Tube shaft, material Identification Mark
 Screw shaft, material Sugar Steel Identification Mark 2459 AEG. Steam Pipes, material Steel Test pressure 750 lbs Date of Test 20-5-40.
 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 the use of oil as fuel been complied with
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No If so, have the requirements of the Rules been complied with
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with
 Is this machinery duplicate of a previous case No If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c. See 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. L.M.C. T.40. H.S.B. (S.P.) F.D. C.L.

The amount of Entry Fee ... £ 6 : 0 :
 Special ... £ 107 : 0 :
 When applied for, 19
 When received, 1940
 Travelling Expenses (if any) £ : :
 per blessing to 16/8/40

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

Committee's Minute 16 AUG 1940
 Assigned + L.M.C. 7.40
 J.D., C.L.



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The Surveyors are requested not to write on or below the space for Committee's Minute.