

REPORT ON MACHINERY.

No. 27862

Date of writing Report 21st Aug. 1914 When handed in at Local Office 24.8.14 Port of Hull Received at London Office SAT. AUG. 29 1914

No. in Survey held at Hull Date, First Survey 18.4.14 Last Survey 17.8.1914

Reg. Book. 248 on the steel sc K "WALPOLE" (Number of Plates 1045) Gross 302 Tons Net 160

Master Bulby Built at Selby By whom built Cochrane & Co. Ltd When built 1914

Engines made at Hull By whom made C. D. Holmes & Co. Ltd when made 1914

Boilers made at Hull By whom made C. D. Holmes & Co. Ltd when made 1914

Registered Horse Power 85 Owners MS. S. Teller & S. S. Green Port belonging to

Nom. Horse Power as per Section 28 85 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

ENGINES, &c.—Description of Engines Triple Expansion No. of Cylinders 3 No. of Cranks 3

Dia. of Cylinders 13" 23" 37" Length of Stroke 24" Revs. per minute 764 Dia. of Screw shaft 7 3/4" Material of screw shaft S.

Is the screw shaft fitted with a continuous liner the whole length of the stern tube yes Is the after end of the liner made water tight in the propeller boss yes If the liner is in more than one length are the joints burned 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 yes

Dia. of Tunnel shaft 6.84" Dia. of Crank shaft journals 7.19" Length of stern bush 3' 0"

Collars 7 3/8" Dia. of screw 9-3" Pitch of Screw 11-4 1/2" Dia. of Crank pin 7 3/8" Size of Crank webs 48" x 48" Dia. of thrust shaft under 32"

No. of Feed pumps 1 Diameter of ditto 2 3/4" Stroke 14 1/4" Can one be overhauled while the other is at work yes

No. of Bilge pumps 1 Diameter of ditto 2 3/4" Stroke 14 1/4" Can one be overhauled while the other is at work yes

No. of Donkey Engines One Sizes of Pumps 6" x 4 1/2" x 6" No. and size of Suctions connected to both Bilge and Donkey pumps 2-2" One forward one aft

In Engine Room 2-2" One forward one aft In Holds, &c. 4-2" Forecastle, main hold

Main slushwell, after slushwell. 2 1/2" ejector from all bilges

No. of Bilge Injections 1 sizes 3 1/2" Connected to condenser, or to circulating pump yes Is a separate Donkey Suction fitted in Engine room of size 2 1/2" ejector

Are all the bilge suction pipes fitted with roses yes Are the roses in Engine room always accessible yes Are the sluices on Engine room bulkheads always accessible no

Are all connections with the sea direct on the skin of the ship yes Are they 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 Discharge Pipes above or below the deep water line 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 are carried through the bunkers Hold Suctions How are they protected Wood casing

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes

Are the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges yes

Dates of examination of completion of fitting of Sea Connections 8.6.14 of Stern Tube 8.6.14 Screw shaft and Propeller 8.6.14

Is the Screw Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from

OILERS, &c.—(Letter for record S) Manufacturers of Steel Phoenix & Co. of Harde

Total Heating Surface of Boilers 1400 Is Forced Draft fitted no No. and Description of Boilers One single ended

Working Pressure 200 lbs Tested by hydraulic pressure to 400 lbs Date of test 8.7.14 No. of Certificate 3004

Can each boiler be worked separately yes Area of fire grate in each boiler 46.85 No. and Description of Safety Valves to each boiler 2 spring Area of each valve 4.9" Pressure to which they are adjusted 205 lbs Are they fitted with easing gear yes

Smallest distance between boilers or uptakes and bunkers or woodwork 6" Ext. dia. of boilers 14' 0" Length 10' 6" Material of shell plates S.

Thickness 7/32" Range of tensile strength 29 tons Are the shell plates welded or flanged yes Descrip. of riveting: cir. seams DRL

long. seams D.R.T.B. Diameter of rivet holes in long. seams 1 3/16" Pitch of rivets 7 7/8" Lap of plates or width of butt straps 17 1/2"

Per centages of strength of longitudinal joint 84.9% Working pressure of shell by rules 203 Size of manhole in shell 16" x 12"

Size of compensating ring 7" x 1 3/32" No. and Description of Furnaces in each boiler 3 plain Material S. Outside diameter 3' 3"

Length of plain part 6-3 Thickness of plates 51 Description of longitudinal joint Welded No. of strengthening rings 3 1/2 x 3 1/2 x 3 1/4

Working pressure of furnace by the rules 207 Combustion chamber plates: Material S. Thickness: Sides 11/16" Back 11/16" Top 11/16" Bottom 11/16"

Pitch of stays to ditto: Sides 8" x 10" Back 8 1/2" x 9 1/4" Top 8" x 9" If stays are fitted with nuts or riveted heads no Working pressure by rules 202

Material of stays S. Diameter at smallest part 2.07" Area supported by each stay 78.6" Working pressure by rules 237 End plates in steam space: Material S. Thickness 1 1/32" Pitch of stays 17" x 19 1/2" How are stays secured D.N. & M. Working pressure by rules 210 Material of stays S.

Diameter at smallest part 7.5" Area supported by each stay 331.5" Working pressure by rules 236 Material of Front plates at bottom S.

Thickness 29/32" Material of Lower back plate S. Thickness 29/32" Greatest pitch of stays 14" x 9 1/4" Working pressure of plate by rules 205

Diameter of tubes 1 1/2" Pitch of tubes 5 1/8" x 5" Material of tube plates S. Thickness: Front 29/32" Back 7/8" Mean pitch of stays 10 1/8" x 10"

Pitch across wide water spaces 14 1/4" Working pressures by rules 294 Girders to Chamber tops: Material S. Depth and thickness of girder at centre 10 1/2" x 1 3/4" Length as per rule 3' 0 3/32" Distance apart 9" Number and pitch of stays in each 3 at 8"

Working pressure by rules 210 Superheater in Steam chest; how connected to boiler Can the superheater be shut off and the boiler worked separately

Diameter Length Thickness of shell plates Material Description of longitudinal joint Diam. of rivets

Pitch of rivets Working pressure of shell by rules Diameter of flue Material of flue plates Thickness

If stiffened with rings Distance between rings Working pressure by rules End plates: Thickness How stayed

Working pressure of end plates Area of safety valves to superheater Are they fitted with easing gear

27862

IS A DONKEY BOILER FITTED? *No.*If so, is a report now forwarded? ☒

SPARE GEAR. State the articles supplied:— *Two connecting rod top end bolts & nuts. Two connecting rod bottom end bolts & nuts. Two main bearing bolts & nuts. One set of coupling bolts. One set each feed & bilge pump valves. A quantity of assorted bolts and nuts. Iron of various sizes.*

The foregoing is a correct description,

p. pro CHARLES D. HOLMES & CO. LTD.

J. Arthur Holmes

DIRECTOR.

Manufacturer.

Dates of Survey while building { During progress of work in shops - - 1914: - Apr 18. May 4. 20. 22. 26 Jun 8. 12. 20. 29. 30. Jul 3. 8. 21. 30. 31. Aug 7.
During erection on board vessel - - - Aug 11. 17
Total No. of visits 18.

Is the approved plan of main boiler forwarded herewith *yes*

Dates of Examination of principal parts—Cylinders 20. 5. 14. Slides 20. 5. 14. Covers 29. 6. 14. Pistons 29. 6. 14. Rods 3. 7. 14.
Connecting rods 3. 7. 14. Crank shaft 8. 7. 14. Thrust shaft 8. 7. 14. Tunnel shafts ✓ Screw shaft 22. 5. 14. Propeller 22. 5. 14.
Stern tube 22. 5. 14. Steam pipes tested 31. 7. 14. Engine and boiler seatings 8. 6. 14. Engines holding down bolts 30. 7. 14.
Completion of pumping arrangements 7. 8. 14. Boilers fixed 30. 7. 14. Engines tried under steam 11. 8. 14.
Main boiler safety valves adjusted 11. 8. 14. Thickness of adjusting washers *RV 1/16" AV 1/16"*

Material of Crank shaft *S.* Identification Mark on Do. 1229. Material of Thrust shaft *S.* Identification Mark on Do. 1229.Material of Tunnel shafts ✓ Identification Marks on Do. ✓ Material of Screw shafts *S.* Identification Marks on Do. 1229.Material of Steam Pipes *Copper solid drawn.* Test pressure *400 lbs hyd. pressure.*

Is an installation fitted for burning oil fuel ✓

Is the flash point of the oil to be used over 150°F. ✓

Have the requirements of Section 49 of the Rules 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.) *The engines & Boiler of this vessel have been constructed under special survey in accordance with the Rules. The materials and workmanship are sound and good. The Boiler tested by hydraulic pressure and with the engines secured on board and tested under steam. They are now in good order and safe working condition and respectfully submitted as being eligible in my opinion to be classed with the notation of +LMC 8.14 in the Register book*

*It is submitted that
this vessel is eligible for
THE RECORD. + LMC 8.14*

J. G. Mackillop
31/8/14

The amount of Entry Fee ... £ 1 :
Special ... £ 12 : 15 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ 4 : 1

When applied for.

28/8/1914

When received.

31.8.14

J. G. Mackillop.
Engineer Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

TUE. SEP. - 1. 1914

Assigned

+ LMC 8.14



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Foundation

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