

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 25 JUL 1926

Date of writing Report

19

When handed in at Local Office

27.7.19

Port of

WEST HARTLEPOOL

No. in Survey held at

West Hartlepool

Date, First Survey

31st December 1925

Last Survey

22nd July 1926

Reg. Book.

90351 on the

S.S. "OTTERPOOL"

(Number of Visits 104)

Gross 4867

Tons Net 2999

Built at West Hartlepool by whom built Wm Gray & Co. Ltd.

Yard No. 980

When built 1926

Engines made at West Hartlepool By whom made Central Marine

Engine No. 980

when made 1926

Boilers made at ditto By whom made Engine Works

Boiler No. 980

when made 1926

Registered Horse Power

Owners The Pool Shipping Co. Ltd.

Port belonging to West Hartlepool

Nom. Horse Power as per Rule

439

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

Revs. per minute 64

Dia. of Cylinders 26" 43" 71" Length of Stroke 48"

No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals as per Rule 13.546

Crank webs

Mid. length breadth 21"

Thickness parallel to axis 8 1/2"

as fitted 14" Crank pin dia. 14"

Mid. length thickness 8 1/2"

Thickness around eye-hole 6 5/8"

Intermediate Shafts, diameter as per Rule 12.901"

Thrust shaft, diameter at collars

as per Rule 13.546"

as fitted 13 1/4"

as fitted 14"

Tube Shafts, diameter as per Rule

Screw Shaft, diameter

as per Rule 14.4"

Is the tube screw shaft fitted with a continuous liner

yes

as fitted

as fitted 15"

Bronze Liners, thickness in way of bushes as per Rule .738"

Thickness between bushes

as per Rule .553"

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

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

Is an approved Oil Gland or other appliance fitted at the after

end of the tube shaft no

Length of Bearing in Stern Bush next to and supporting propeller

5'-0"

Propeller, dia. 18'-0" Pitch 17'-6" No. of Blades 4

Material Bronze

whether Moveable no

Total Developed Surface 103 sq. feet

Feed Pumps worked from the Main Engines, No. 2

Diameter 3 3/4"

Stroke 28"

Can one be overhauled while the other is at work yes

Bilge Pumps worked from the Main Engines, No. 2

Diameter 4 1/4"

Stroke 28"

Can one be overhauled while the other is at work yes

Feed Pumps No. and size 2 Main 3 3/4" x 28"

Pumps connected to the

No. and size 2 Main 4 1/4" x 28"

1 Ballast 9' 10 1/2" x 10"

How driven 1 Aux. 7 1/2" x 5" x 6" Duplex

Main Bilge Line

How driven steam

duplex

Ballast Pumps, No. and size 1. 9' 10 1/2" x 10" dup.

Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 3 of 2 3/4" dia.

Tunnel 1 of 2 1/4" dia

In Holds, &c. no 1 2 of 3" dia. no 2 2 of 3 1/2"

no 3 2 of 2 3/4"

no 4 2 of 3 1/4" dia

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 of 6"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size 1 of 4 1/2" dia

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

yes

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

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

none

How are they protected

What pipes pass through the deep tanks

none

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

see ship report

Is it fitted with a watertight door

yes

worked from cylinder grating

MAIN BOILERS, &c.—(Letter for record S)

Total Heating Surface of Boilers

7614 sq. ft.

Is Forced Draft fitted

no

No. and Description of Boilers

3. single ended

Working Pressure 180 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

yes

IS A DONKEY BOILER FITTED?

yes

If so, is a report now forwarded?

yes

PLANS. Are approved plans forwarded herewith for Shafting

Main Boilers

yes

Auxiliary Boilers

Donkey Boilers

yes

(If not state date of approval)

Superheaters

General Pumping Arrangements

yes

Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—

2 Bolts & nuts for connecting rod top ends.

2 ditto for bottom ends. 2 ditto for main bearings. 1 set coupling

bolts & nuts. 1 set feed and bilge pump valves. 2 air pump valves.

1 set H.P. piston springs. 1 propeller shaft. 1 propeller 4 feed check

valves. 1 safety valve spring. 3 condenser tubes. 10 boiler tubes.

Bolts, nuts, studs and iron assorted.

The foregoing is the correct description of the works,

(W. Gray & Co. Ltd.)

M. S. Gibb

MANAGING DIRECTOR, C. M. Gibb

Manufacturer.



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Lloyd's Register Foundation

W350-0064

1925 Dec. 31. - 1926 Jan. 5. 6. 7. 11. Feb. 1. 2. 3. 11. 12. 15. 16. 18. 22. 23. 24. 25. 26. 26. March. 1. 2. 3. 4. 8. 9. 10. 12. 15. 16. 17. 18. 19. 22. 23. 24.
During progress of work in shops - - 25. 26. 29. 30. April. 1. 7. 8. 8. 9. 12. 13. 14. 15. 16. 19. 19. 20. 21. 21. 22. 23. 26. 28. 29. 30. 30. May. 4. 7. 11. 11. 12. 17. 17. 19. 20. 26. 27. 28. 31. June. 4. 7.
Dates of Survey while building
During erection on board vessel - - - 8. 8. 11. 11. 16. 18. 18. 21. 22. 22. 23. 23. 29. 30. July. 1. 2. 5. 7. 9. 12. 13. 14. 15. 16. 19. 20. 22.
Total No. of visits 104.

Dates of Examination of principal parts—Cylinders 18. 2. 26 - 26. 4. 26 Slides 24. 3. 26 - 11. 6. 26 Covers 17. 3. 26 - 26. 4. 26
Pistons 4. 3. 26 - 23. 3. 26 Piston Rods 15. 2. 26 - 19. 3. 26 Connecting rods 1. 2. 26 - 23. 4. 26
Crank shaft 1. 2. 26 - 16. 4. 26 Thrust shaft 1. 4. 26 - 16. 4. 26 Intermediate shafts 13. 4. 26 - 31. 5. 26
Tube shaft ✓ Screw shaft 22. 2. 26 - 23. 6. 26 Propeller 4. 5. 26 - 21. 6. 26
Stern tube 16. 6. 26 - 22. 6. 26 Engine and boiler seatings 18. 6. 26 - 7. 7. 26 Engines holding down bolts 7. 7. 26 - 9. 7. 26
Completion of pumping arrangements 12. 7. 26 Boilers fixed 15. 7. 26 Engines tried under steam 22. 7. 26
Main boiler safety valves adjusted 22. 7. 26 Thickness of adjusting washers $PP \frac{3}{8} s \frac{3}{8}$ $CP \frac{3}{8} s \frac{11}{32}$ $SP \frac{11}{32} s \frac{3}{8}$
Crank shaft material Ingot steel Identification Mark 5112D Thrust shaft material Ingot steel Identification Mark 5112D
Intermediate shafts, material Ingot steel Identification Marks 5112D Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material Scrap iron Identification Mark 6350H Steam Pipes, material L.L. Steel Test pressure 600lb Date of Test
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 Ainderby ✓

General Remarks (State quality of workmanship, opinions as to class, &c.)

An evaporator fitted the coils of which were tested to 400 lb and the shell to 50 lb. and a feed heater the coils and body of which were tested to 400 lbs.

This vessel's machinery has been built under Special Survey.
The materials and workmanship are good and efficient.
On completion it was tried under full steam satisfactorily and is now eligible to have the notation
+ L.M.C. 7. 26.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 7. 26. CL.

The amount of Entry Fee ... £ 5 : - :
Special ... £ 91 : - :
Donkey Boiler Fee ... £ 4 : 4 :
Travelling Expenses (if any) £ : :
When applied for, 23. 7. 26
When received, 11. 8. 26

Committee's Minute

Assigned

R.D. Shilston.
Engineer Surveyor to Lloyd's Register of Shipping.

FRI 30 JUL 1926

CERTIFICATE WRITTEN



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Foundation