

REPORT ON OIL ENGINE MACHINERY.

No. 55412

20 FEB 1935

Received at London Office

Date of writing Report

When handed in at Local Office

14. 2. 1935 Port of

Glasgow

No. in Survey held at

Glasgow

Date, First Survey

5. Apr 1934

Last Survey

8. Feb

1935

Reg. Book.

Number of Visits

52

278. on the Single
Twin
Triple
Quadruple

Screw vessel

"Manoora"

Tons { Gross 10856.
Net 6261.

Built at

Glasgow

By whom built A. Nippen & Sons Ltd

Yard No. 540 When built 1935

Engines made at

Glenoch

By whom made J. G. Kincaid & Co Ltd

Engine No. 43 When made 1934

Donkey Boilers made at

Auman

By whom made Cockran & Co Auman Ltd

Boiler No. 288 When made 1934

Brake Horse Power

8400

Owners Adelaide Steamship Co. Ltd

Port belonging to Melbourne

Nom. Horse Power as per Rule

1306

Is Refrigerating Machinery fitted for cargo purposes

Y/no.

Is Electric Light fitted

Y/no.

Trade for which vessel is intended

Australian coasting

L. ENGINES, &c.—Type of Engines: See Glenoch Report No. 19840. 2 or 4 stroke cycle Single or double acting

Maximum pressure in cylinders Diameter of cylinders Length of stroke No. of cylinders No. of cranks

Mean Indicated Pressure

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge Is there a bearing between each crank

Revolutions per minute 106. Flywheel dia. Weight Means of ignition Kind of fuel used

Crank Shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank Webs Mid. length breadth Mid. length thickness Thickness parallel to axis shrunk Thickness around eye-hole

Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted Thrust Shaft, diameter at collars as per Rule as fitted

Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the tube screw shaft fitted with a continuous liner Y/no.

Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted Is the after end of the liner made watertight in the

propeller boss Y/no. 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 Y/no. If so, state type Vickers Length of Bearing in Stern Bush next to and supporting propeller 69"

propeller, dia. 16'-9" Pitch 18'-8 1/2" No. of blades 3 Material Gang Pump Material Moveable Y/no. Total Developed Surface 75 sq. feet

Method of reversing Engines Is a governor or other arrangement fitted to prevent racing of the engine when declutched Means of lubrication

Thickness of cylinder liners Are the cylinders fitted with safety valves Are the exhaust pipes and silencers water cooled or lagged with

non-conducting material Lapped. If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

Cooling Water Pumps, No. 2 Salt water 2 fresh water at 450 tons/hour each also 2 return at 50 tons/hour for auxiliary quantities Is the sea suction provided with an efficient strainer which can be cleared within the vessel Y/no.

Bilge Pumps worked from the Main Engines, No. None Diameter Stroke Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and Size 1 @ 200 tons/hour + 3 @ 100 tons/hour. How driven Electric motor

Is the cooling water led to the bilges Y/no. If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping

arrangements

Ballast Pumps, No. and size 1 @ 200 tons/hour + 2 @ 100 tons/hour. Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2 @ 160 tons/hour.

Are two independent means arranged for circulating water through the Oil Cooler Y/no. Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Pumps, No. and size:—In Machinery Spaces 2 @ 3 1/2", 2 @ 3", + 2 @ 2 1/2" In Pump Room

Holds, &c. No. 1—2 @ 3"; No. 2—2 @ 3 1/2"; No. 4—2 @ 3 1/2" + 2 @ 2 1/2"; No. 5—2 @ 3"; 1 @ 2 1/2" + 2 @ 1 1/2"

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 3 @ 5 1/2" Gls. Ld. 23/2/35.

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Y/no. Are the Bilge Suctions in the Machinery Spaces

from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Y/no.

Are all Sea Connections fitted direct on the skin of the ship Y/no. Are they fitted with Valves or Cocks Both.

Are they sized sufficiently high on the ship's side to be seen without lifting the platform plates Y/no. Are the Overboard Discharges above or below the deep water line Below.

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Y/no. Are the Blow Off Cocks fitted with a spigot and brass covering plate Y/no.

Do pipes pass through the bunkers None How are they protected

Do 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 Y/no.

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

apartment to another Y/no. Is the Shaft Tunnel watertight See hull Report it fitted with a watertight door Y/no. worked from Shellin & Co. bridge.

On a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Main Air Compressors, No. None No. of stages Diameters Stroke Driven by

Auxiliary Air Compressors, No. Two No. of stages 2 Diameters 12 3/8" x 10 3/4" Stroke 8" Driven by Elec. motor

Small Auxiliary Air Compressors, No. one No. of stages 2 Diameters 5" x 2 1/2" Stroke 3 1/2" Driven by " "

Savenging Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule as fitted See London Report No. 100445.



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High Pressure Air Receivers, No. ✓ Cubic capacity of each Internal diameter thickness

Starting Air Receivers, No. 4. Total cubic capacity 1964 ft. Internal diameter 5'-4 $\frac{23}{32}$ " thickness Actual

S A DONKEY BOILER FITTED? Y/No ☒ If so, is a report now forwarded? Y/No ☒ Actual

Is the donkey boiler intended to be used for domestic purposes only Yes

Donkey Boilers..... General Pumping Arrangements..... *W.* Oil Fuel Burning Arrangements..... *W.*

SPARE GEAR.

State the principal additional spare gear supplied 2 cpl. liners, 8 feed rollers and spindles, 4 roller spindles, 14 4 haunt rollers

The foregoing is a correct description.

Manufacturer.

Dates of Examination of principal parts—Cylinders _____ *Covers* _____ *Pistons* _____ *Rods* _____ *Connecting rods* _____

Screw shaft 18-9-34 Propeller 11-9-34 Stern tube 18-9-34 Engine seatings 16-10-34 Engines holding down bolts 15-1-35

Crank shaft, Material	Identification Mark	Flywheel shaft, Material	Identification Mark

Tube shaft, Material — Identification Mark — Screw shaft, Material do! Identification Mark 2135: 2136+2
4061-558

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with Y/s. ✓

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with ☒

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

in 2000 days with a D. 11. I

apparently secured in position on board and afterwards tried under full mainsail



The machine is the same as the one in the last year.

Classed in the Register Book with notation of + L.M.C. 2.35.

4/4/2/35.

Special $\frac{1}{2}$ 8 26 11 19 FEB 1935

Travelling Expenses (if any) £ 98.3.35

Committee's Minute **GLASGOW** 19 FEB 1993   © 2018

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