

REPORT ON OIL ENGINE MACHINERY

No. 8626

Date of writing Report 12-1-1928 When handed in at Local Office

Port of Dundee

No. in Survey held at Dundee

Date, First Survey 3-5-27 Last Survey 10-1-1928

Reg. Book.

Number of Visits 42

Single
on the ~~Twin~~ Screw vessels

M/V. BRITISH FAITH

Tons Gross 6949
Net 4153

Built at Dundee By whom built Caldon S & E. Co. Ltd. Yard No. 313 When built 1927-8

Engines made at Copenhagen By whom made Burmeister & Wain Engine No. 1364 When made

Boilers made at Dundee By whom made Caldon S & E. Co. Ltd. Boiler No. 513 When made 1927

Brake Horse Power 3000 Owners British Tanker Co. Ltd. Port belonging to London

Nom. Horse Power as per Rule 653 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

OIL ENGINES, &c.—Type of Engines

2 or 4 stroke cycle Single or double acting

Maximum pressure in cylinders No. of cylinders Report 7567 Diameter of cylinders No. of cranks Length of stroke

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

Revolutions per minute 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 Thickness parallel to axis

Flywheel Shafts, 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 Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the screw shaft fitted with a continuous liner 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 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 Yes Thickness Length of Bearing in Stern Bush next to and supporting propeller 7-4 3/4

Propeller, dia. 16-3 Pitch 12-0 No. of blades 4 Material Bronze whether Moveable No Total Developed Surface 83 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 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. Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Bilge Pumps fitted to the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and Size One 10" x 12" x 10" One 8" x 8" x 8" How driven Steam

Ballast Pumps, No. and size one 10" x 12" x 10" Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Pumps, No. and size:—In Engine and Boiler Room 3-3 1/2 2-2 In Holds, &c. Cargo pumps Ford Cofferdam 1-3 1/2 For 3 holds 1-2 1/2 Pump room 1-2

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

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 platform 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 pass 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 None Is it fitted with a watertight door worked from

If 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. No. of stages Diameters Stroke Driven by

Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

Small Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

Scavenging Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule as fitted

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule

Can the internal surfaces of the receivers be examined What means are provided for cleaning their inner surfaces Steam jet

Is there a drain arrangement fitted at the lowest part of each receiver

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

Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

Starting Air Receivers, No. 2 Total cubic capacity 1200 cu. ft. Internal diameter 6'-0 5/16 thickness 1"

Seamless, lap welded or riveted longitudinal joint Yes Material Steel Range of tensile strength 16-30 Working pressure by Rules 55 lb.

IS A DONKEY BOILER FITTED? *Aux Boilers (2) fitted* If so, is a report now forwarded? *Yes*
HYDRAULIC TESTS:—

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS	✓	✓	✓	✓	✓
COVERS	✓	✓	✓	✓	✓
JACKETS	✓	✓	✓	✓	✓
PISTON WATER PASSAGES	✓	✓	✓	✓	✓
MAIN COMPRESSORS—1st STAGE	✓	✓	✓	✓	✓
2nd	✓	✓	✓	✓	✓
3rd	✓	✓	✓	✓	✓
AIR RECEIVERS—STARTING	13-9-27	355 lbs.	583 lbs.	LLOYD'S TEST. 583 LBS. W.P. 355 " G.T.T. 13-9-27.	Sound & tight.
INJECTION	✓	✓	✓	✓	✓
AIR PIPES	8-12-27 & 30-12-27.	355 & 800	1000 & 2000 lbs.	H.Y.B.	Sound & tight.
FUEL PIPES	5-1-28	120 lbs.	400 lbs.	H.Y.B.	Sound & tight.
FUEL PUMPS	✓	✓	✓	✓	✓
SILENCER	✓	✓	✓	✓	✓
WATER JACKET	✓	✓	✓	✓	✓
SEPARATE FUEL TANKS	11-10-27.	5 lbs.	30 lbs.	G.T.T.	Sound & tight.

PLANS. Are approved plans forwarded herewith for Shafting 21-3-27. Receivers *Yes* Separate Tanks 9-6-27.
Aux Boilers *Yes* General Pumping Arrangements *Yes* Oil Fuel Burning Arrangements *Yes*

SPARE GEAR One Cyl. Head, One Cyl. Liner, One pair crank pin bushes with bolts & nuts, one pair cross-h. bushes with bolts & nuts, one pair main bearing bushes of each size with studs & nuts, one piston complete, 3 sets of piston rings for one piston, 8 Exh. Valves with seats, springs, spindles etc. ready for fitting, 4 Exh. Valve Seats, 2 Inlet Air valves complete with seats, spindles, springs etc. ready for fitting, 2 Starting Valves with cages complete, 4 Fuel valves with cages complete, 4 loose spindles for fuel valves, 4 loose bottoms for fuel valves, One Roller of each size with pin, 8 adjusting screws with ball joints for valve gear, One set of parts for one fuel pump, one set of springs complete for one engine, one set of studs & nuts for one Cyl. H., One set of packing with seat spindles springs etc, one propeller shaft complete, one C.I. propeller, one set of coupling bolts for crank shaft etc etc.

The foregoing is a correct description.

THE CALEDON SHIPBUILDING & ENGINEERING CO. LD

Manufacturer.

Dates of Survey while building
During progress of work in shops— 1927. May. 3. 9. June. 6. 13. July. 4. 21. Aug. 5. 15. 19. 25. 26. 30. Sept. 2. 6. 8. 13. 14. 19. 22. 26. 30.
Oct. 7. 10. 13. 21. 26.
During erection on board vessel— 1927. Oct. 13. 21. 26. Nov. 1. 2. 18. 22. 28. Dec. 1. 8. 10. 13. 15. 16. 22. 29. 30. (1928) Jan. 5. 10.
Total No. of visits 42.

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

Crank shaft ✓ Flywheel shaft ✓ Thrust shaft 30-9-27. Intermediate shafts 22-9-27. Tube shaft ✓

Screw shaft 22-9-27. Propeller 30-9-27. Stern tube 19-9-27. Engine seatings 7-10-27. Engines holding down bolts 1-11-27.

Completion of fitting sea connections 10-10-27. Completion of pumping arrangements 29-12-27. Engines tried under working conditions 10-1-28.

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

Thrust shaft, Material *Steel* Identification Mark 30-9-27 G.T.T. Intermediate shafts, Material *Steel* Identification Marks 22-9-27. C.T.T.

Tube shaft, Material ✓ Identification Mark ✓ Screw shaft, Material *Steel* Identification Mark 22-9-27. G.T.T.

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

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 machinery has been fitted on board in an efficient manner, tried under working condition and found satisfactory and in my opinion is eligible to be classed + L.M.C. 1-28 OIL ENGINE.

The approved plans together with Copenhagen Report 7567 are forwarded herewith.

The oil fuel burning installation for the Aux. boilers has been fitted in an efficient manner in accordance with the Rules for a flash point above 150° F.

The amount of Entry Fee ... £ 1 : 4 :
Special ... £ 21 : 9 :
Donkey Boilers Fee ... £ 8 : 8 :
Travelling Expenses (if any) £ 19 : 6 :
When applied for, 16-1-1928
When received, 6-2-28

Committee's Minute

Assigned

+ L.M.C. 1:28
Oil Engines 25/150 lbs



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2 CERTIFICATE WRITTEN: