

## REPORT ON OIL ENGINE MACHINERY.

No. 48200

25.11.1928

Date of writing Report

When handed in at Local Office 21.7.1928 Port of

No. in Survey held at  
Leg. Book.

Date, First Survey

Last Survey

Number of Visits

on the Single  
Twin  
Triple  
Quadruple Screw vessel

M.V. "CLYDEFIELD."

Tons { Gross 675.8  
Net 394.9Built at GlasgowBy whom built D. W. Henderson & Co Yard No. 808 When built 1928Engines made at DoBy whom made Harland & Wolff Ltd Engine No. 808 When made 1928Donkey Boilers made at DoBy whom made D. W. Henderson & Co Boiler No. 808 When made 1928Brake Horse Power 3400Owners Hunting & Son Ltd Port belonging to NewcastleNom. Horse Power as per Rule 647Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which vessel is intended

Carrying Petroleum in Bulk

## OIL ENGINES, &amp;c.—Type of Engines

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

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 Mid. length thickness Thickness parallel to axis Thickness around eyehole

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 {

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 Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. Pitch No. of blades Material whether Moveable Total Developed Surface 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. 2-5" low centrifugal Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Bilge Pumps worked from 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 Bilge pump 5 1/2"-6" Ballast 10 1/2"-12" Gen. Stry 5 1/2"-6"  
How driven SteamBallast Pumps, No. and size 1-10 1/2"-12" Lubricating Oil Pumps, including Spare Pump, No. and size 2-9 1/2"-10"Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary BilgePumps, No. and size:—In Machinery Spaces 3-3" 1-cofferdam 2 1/2" 1-cofferdam 3"In Holds, &c. NoneIndependent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-8" 1-6" 1-4"Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes Are the Bilge Suctions in the Machinery Spacesled from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges YesAre all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks BothAre 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 AboveAre 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 YesWhat pipes pass through the bunkers None How are they protected YesWhat pipes pass through the deep tanks None Have they been tested as per Rule YesAre 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 Yes worked from YesIf a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork Yes

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

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. Total cubic capacity Internal diameter thickness

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

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IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafing  
(If not, state date of approval)

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

The foregoing is a correct description,  
For DAVID & Wm HENDERSON & CO., LTD.

*R. K. Wells*

Manufacturer.

Dates of Survey while building  
During progress of work in shops--  
During erection on board vessel--  
Total No. of visits

See Accompanying Machinery Report  
58

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

Crank shaft Flywheel shaft Thrust shaft Intermediate shafts Tube shaft

Screw shaft Propeller Stern tube Engine seatings Engines holding down bolts

Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions

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

Thrust shaft, Material Identification Mark Intermediate shafts, Material Identification Marks

Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark

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

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo If so, have the requirements of the Rules been complied with

Is this machinery duplicate of a previous case If so, state name of vessel

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

The machinery as detailed on the other side has been properly fitted on board and the materials and workmanship are good.

*A. L. S.  
21/7/28*

Certificate (if required) to be sent to  
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee	£	:	:	When applied for,
Special	£	:	:	19.
Donkey Boiler Fee	£	:	:	When received,
Travelling Expenses (if any)	£	:	:	19.

Committee's Minute GLASGOW 24 JUL 1928

Assigned See Accompanying Machy. Report

*J. T. Maclonald*  
Engineer Surveyor to Lloyd's Register of Shipping.



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