

REPORT ON OIL ENGINE MACHINERY.

No. 34560

NOV 1946

Received at London Office

6 NOV 1946

Date of writing Report 19... When handed in at Local Office - 5 NOV 1946 Port of SUNDERLAND.

No. in Survey held at SUNDERLAND. Date, First Survey 4 May Last Survey 29 Oct 1946
Reg. Book. Number of Visits 17

35852. on the ^{Single} ~~Triple~~ ~~Quadruple~~ Screw vessel TANKER M/V 'BRITISH ROSE' Tons Gross 6101 Net 3332

Built at SUNDERLAND. By whom built J.L. THOMPSON & SONS, LTD. Yard No. 646. When built 1946.

Engines made at WALLSEND-ON-TYNE. By whom made N.E. MARINE ENG. CO. LTD. Engine No. 3133. When made 1946.

Donkey Boilers made at WALLSEND-ON-TYNE. By whom made N.E. MARINE ENG. CO. LTD. Boiler No. 3133. When made 1946.

Brake Horse Power 2,500. Owners BRITISH TANKER CO. LTD. Port belonging to LONDON.

Nom. Horse Power as per Rule 534. Is Refrigerating Machinery fitted for cargo purposes NO. Is Electric Light fitted YES.

Trade for which vessel is intended OCEAN GOING.

L ENGINES, &c. - Type of Engines SEE NEWCASTLE-ON-TYNE RPT. 103944, 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, (Solid forged, Semi built, All built) 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 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.

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 tube shaft.

If so, state type. 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. Is the sea suction provided with an efficient strainer which can be cleared within the vessel.

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, How driven).

Is the cooling water led to the bilges. 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. Power Driven 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, No. and size: - In machinery spaces. In pump room.

In holds, &c.

Independent Power Pump Direct Suctions to the engine room bilges, No. and size.

Are all the bilge suction pipes in holds and tunnel well fitted with strum-boxes. Are the bilge suction in the machinery spaces 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. Are they fitted with valves or cocks. Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates.

Are the overboard discharges above or below the deep water line.

Are they each fitted with a discharge valve always accessible on the plating of the vessel. Are the blow off cocks fitted with a spigot and brass covering plate.

What pipes pass through the bunkers. How are they protected.

What pipes pass through the deep tanks. 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.

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.

Is the shaft tunnel watertight. 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.

What provision is made for first charging the air receivers.

Scavenging Air Pumps, No. diameter. stroke. driven by.

Auxiliary Engines crank shafts, diameter as per Rule, as fitted. No. Position.

Have the auxiliary engines been constructed under special survey. Is a report sent herewith.

Jan 11, 12, 21.
11, 12, 14, 17
Jan 3, 7, 13.
Visits 106



7800-951200-641800-002449-002456-0082

AIR RECEIVERS:—Have they been made under survey..... State No. of report or certificate.....
 Is each receiver, which can be isolated, fitted with a safety valve as per Rule.....
 Can the internal surfaces of the receivers be examined and cleaned..... Is a drain fitted at the lowest part of each receiver.....

Injection Air Receivers, No...... Cubic capacity of each..... Internal diameter..... thickness.....
 Seamless, lap welded or riveted longitudinal joint..... Material..... Range of tensile strength..... Working pressure.....
Starting Air Receivers, No...... Total cubic capacity..... Internal diameter..... thickness.....
 Seamless, lap welded or riveted longitudinal joint..... Material..... Range of tensile strength..... Working pressure.....

IS A DONKEY BOILER FITTED..... If so, is a report now forwarded.....
 Is the donkey boiler intended to be used for domestic purposes only.....

PLANS. Are approved plans forwarded herewith for shafting..... Receivers..... Separate fuel tanks.....
 Donkey boilers..... General pumping arrangements..... Pumping arrangements in machinery space.....
 Oil fuel buring arrangements.....

SPARE GEAR.

Has the spare gear required by the Rules been supplied.....
 State the principal additional spare gear supplied.....

The foregoing is a correct description,.....
 Manufacturer.....

Dates of Survey while building { During progress of work in shops - - } 19.4.46 May 4.8.9.29 Aug 22.27 Sep 7.9.16.18.19.24.28 Oct 22.24.28.29
 { During erection on board vessel - - }
 Total No. of visits 17

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 5.7.46. Stern tube 9.5.46. Engine seatings 5.7.46. Engine holding down bolts.....
 Completion of fitting sea connections 9.5.46. Completion of pumping arrangements 28.10.46. Engines tried under working conditions 9.10.46.
 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.....
 Identification marks on air receivers.....
 SAFETY VALVE WASHERS:— P. 13/32 P. 14/32 S. 19/32 P. 13/32 S. 13/32

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.....
 Description of fire extinguishing apparatus fitted.....
 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.....
 If the notation for ice strengthening is desired, state whether the requirements in this respect have 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 of this vessel has been examined whilst fitting out at Sunderland, the oil fuel section, filling and discharge lines have been tested, found tight & sound, both donkey boilers examined under steam, and their safety valves adjusted to working pressure 150 lbs/sq. in accumulation test carried out with satisfactory results, bilge pumping in machinery, and cargo pump spaces, tried and found satisfactory.
 The machinery has been examined during basin & sea trials and manœuvring tests carried out with satisfactory results:-
 The machinery of this vessel is eligible in my opinion to have the notation LMC 10.46. T3.C1. 2.D.B. 150 lbs/sq. in.

14. 0
 The amount of Entry Fee ... £
 Special ... £
 Donkey Boiler Fee... £
 Travelling Expenses (if any) £
 When applied for 19
 When received 19

W. E. Jones
 Engineer Surveyor to Lloyd's Register of Shipping.

FRI, 22 NOV 1946

Assigned + LMC 10.46 Oil Eng.
 C.H. 2DB 150lb.

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

Rpt. 4b.

Date of writing Report.....
 No. in Survey he.....
 Reg. Book.....
 35852
 Single.....
 on the.....
 Trip.....
 Quadrant.....
 Built at.....
 Engines made at.....
 Donkey Boilers made.....
 Brake Horse Power.....
 Nom. Horse Power as.....
 Trade for which vessel.....

IL ENGINES, &
 Maximum pressure in c.....
 Mean Indicated Pressu.....
 Span of bearings, adja.....
 Revolutions per minute.....

Crank Shaft, Solid forged, Semi built, All built
 Thrust & Flywheel Shaft, diame.....
 Combined.....

Tube Shaft, diameter.....
 Bronze Liners, thickne.....
 propeller boss.....

If the liner does not fi.....
 corrosive..... If two.....
 end of tube shaft.....
 Propeller, dia. 15.9.....

Method of reversing E.....
 lubrication forced.....
 or lagged with non-cond.....
 back to the engine.....

Bilge Pumps worked fro.....
 Pumps connected to the.....
 Is the cooling water led t.....
 arrangements.....

Ballast Pumps, No. and.....
 Are two independent me.....
 bilge pumps, No. and siz.....
 In holds, &c.....

Independent Power Pu.....
 Are all the bilge suction p.....
 accessible mud-boxes, pla.....
 Are all Sea Connections.....

sufficiently high on the sh.....
 Are they each fitted with a.....
 What pipes pass through.....
 What pipes pass through.....

Are all pipes, cocks, valve.....
 Is the arrangement of val.....
 spaces, or from one compa.....
 If a wood vessel, what me.....

Main Air Compressors, 1.....
 Auxiliary Air Compresso.....
 Small Auxiliary Air Com.....
 What provision is made fo.....

Scavenging Air Pumps, N.....
 Auxiliary Engines crank s.....
 Have the auxiliary engines.....

