

Rpt. 4b.

## REPORT ON OIL ENGINE MACHINERY.

No. 34560

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

+ May

Last Survey

29 Oct

1946

Reg. Book.

Number of Visits

17

35852

on the

Screw vessel

TANKER

M/V **BRITISH ROSE**

Tons

Gross 6101

Net 3332

Built at

SUNDERLAND.

By whom built

J.L. THOMPSON &amp; SONS, LTD.

Yard No.

646

When built

1946

Engines made at

WALSSEND-ON-TYNE.

By whom made

N.E. MARINE ENG. CO. LTD.

Engine No.

3133

When made

1946

Donkey Boilers made at

WALSSEND-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, &amp;c. — Type of Engines

SEE NENCABLE-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

Solid forged

dia. of journals

as per Rule

as fitted

Crank pin dia.

Crank webs

Mid. length breadth

Mid. length thickness

shrunk

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 fitted

as per Rule

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, &amp;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 No. Position

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

2800-3542000-647600

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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.....

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.....

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.....

(If not, state date of approval)

Receivers.....

Separate fuel tanks.....

Donkey boilers.....

General pumping arrangements.....

Pumping arrangements in machinery space.....

Oil fuel burning 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 - - -

During erection on  
board vessel - - -

Total No. of visits.....

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.....

Engine 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.....

Identification marks on air receivers.....

SAFETY VALVE WASHERS:-

P.

P.

S.

P.

S.

S.

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.**

The amount of Entry Fee ... £

Special ... £

Donkey Boiler Fee... £

Travelling Expenses (if any) £

When applied for.....

19.....

When received.....

19.....

(Committee's Minute.....)

Assigned.....

+ LMC 10.46 Oil Eng.

C.H. 200 150lb.

FRI, 22 NOV 1946

Engineer Surveyor to Lloyd's Register of Shipping.

*Edmunds*



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