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UN 1946

REPORT ON OIL ENGINE MACHINERY.

No 34478

Received at London Office 3-JUN 1946

Date of writing Report

When handed in at Local Office

28 May 1946 Port of

No. in Survey held at
Leg. Book.

Date, First Survey

13 and 15 Last Survey 27 May 1946

Number of Visits 77

Single
on the ~~Twin~~
Triple
Screw vessel

BRITISH MARQUIS

Tons Gross 8563
Net 4908

Built at Sunderland

By whom built Wm. Hayford & Sons Ld.

Yard No. 435 When built 1946.

Engines made at Sunderland

By whom made Wm. Hayford & Sons Ld.

Engine No. 435 When made 1946

Donkey Boilers made at Stockton

By whom made Stockton Chem. Eng. & Refry. Bk. Ld.

Boiler No. 6924/8 When made 1946

Brake Horse Power 3100

Owners British Tanker Co. Ld.

Port belonging to London.

Nom. Horse Power as per Rule 684

Is Refrigerating Machinery fitted for cargo purposes No.

Is Electric Light fitted Yes.

Trade for which vessel is intended

235/8

915/16

L ENGINES, &c. Type of Engines Opposed piston action 2 or 4 stroke cycle 2 Single or double acting Single

Maximum pressure in cylinders 640 lbf/sq. in. Diameter of cylinders 600 in. Length of stroke Upper 980 in. Lower 1340 in. No. of cylinders 4 No. of cranks 4 (3 throws)

Mean Indicated Pressure 85 lbf/sq. in. Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 886 in. Is there a bearing between each crank Between each 3 throws

Revolutions per minute 105 Flywheel dia. F. 1640 in. Weight A. 3.26 tons Means of ignition Compression Kind of fuel used -

Crank Shaft, Solid forged dia. of journals as per Rule 431 in. Crank pin dia. 450 in. Crank Webs Mid. length breadth 650 in. Thickness parallel to axis 255 in.

Intermediate Shafts, diameter as per Rule 450 in. Thrust Shaft, diameter at collars as per Rule 450 in.

Tube Shaft, diameter as per Rule - Screw Shaft, diameter as per Rule 450 in. Is the tube screw shaft fitted with a continuous liner Yes.

Bronze Liners, thickness in way of bushes as per Rule 22 in. Thickness between bushes as per Rule 14 in. Is the after end of the liner made watertight in the propeller boss Yes.

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner one length

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 No. If so, state type - Length of Bearing in Stern Bush next to and supporting propeller 5' 8"

Propeller, dia. 16' 3" Pitch 11' 9" No. of blades 4 Material Bronze whether Movable No. Total Developed Surface 93 sq. feet

Method of reversing Engines Hand lever Is a governor or other arrangement fitted to prevent racing of the engine when detached Yes. Means of lubrication Forced

Thickness of cylinder liners 25 in. Are the cylinders fitted with safety valves Yes. Are the exhaust pipes and silencers water cooled or lagged with non-conducting material Yes.

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. one engine driven Is the sea suction provided with an efficient strainer which can be cleared within the vessel (F.W. Cooling)

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 2 @ 4" x 8" x 8" (Supply) & Ballast. How driven Steam.

Is the cooling water led to the bilges 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 @ 10" x 15" x 10" Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size one engine driven 110 in x 510 in

Are two independent means arranged for circulating water through the Oil Cooler Yes. one steam driven 8" x 4" x 18"

Pumps, No. and size: In Machinery Spaces 2 @ 3 1/2" x 4" E.R. & 1 - 6" hull suction Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

In Holds, &c. (Tanker) 1 @ 6" (Ballast) 1 @ 6" (E.R.) & 1 - 4" main engine cooling water pump.

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 Suctions 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 Yes.

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 Below.

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 (Tanker) 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. two No. of stages 3 Diameters 12 3/4 - 3, 12 3/4 - 10 3/4 - 3" Stroke 4" Driven by Steam engine 13 1/2" x 4"

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 (Steam driven Compressors) Driven from Main engine.

Scavenging Air Pumps, No. two Diameter 1510 in. Stroke 510 in. Driven by

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

Have the Auxiliary Engines been constructed under special survey - Is a report sent herewith -

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