

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 18205.

Received at London Office

6 FEB 1947

Date of writing Report 26th Jan 1947. When handed in at Local Office 29th Jan 1947. Port of MIDDLESBROUGH.

No. in Survey held at MIDDLESBROUGH.

Date, First Survey 29th Mar. 1946. Last Survey 23rd Jan. 1947.

Reg. Book.

Number of Visits 61.

Single
on the Twin
Triple
Quadruple

Screw vessel.

m.v. "BRITISH ADMIRAL".

Tons { Gross... 8738
Net... 4983

Built at Haverton Hill.

By whom built Furness S.B. Co. Ltd.

Yard No. 390 When built 1946

Engines made at Sunderland

By whom made Wm. Doxford & Sons Ltd.

Engine No. 253 When made 1946

Donkey Boilers made at Wallsend

By whom made N.E. Marine Eng. Co. (1938) Ltd

Boiler No. 2764 When made 1946

Brake Horse Power 3100

Owners British Tankers Ltd.

Port belonging to London.

Nom. Horse Power as per Rule 688

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted Yes

Trade for which vessel is intended

L ENGINES, &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

Mean Indicated Pressure Is there a bearing between each crank

Span of bearings, adjacent to the crank, measured from inner edge to inner edge

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 shrunk Thickness parallel to axis
Mid. length thickness 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 fitted 450 mm

Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted 17 3/4" Is the tube screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule as fitted 27/32" Thickness between bushes as per Rule as fitted 21/32" 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

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 Yes 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 No If so, state type Length of bearing in Stern Bush next to and supporting propeller 5' 11"

Propeller, dia. 16' 7" Pitch 11' 5" No. of blades 4 Material Mang. Bronze whether moveable No Total developed surface 95 sq. feet

Method of reversing Engines Is a governor or other arrangement fitted to prevent racing of the engine when declutched Means of

Fabrication Thickness of cylinder liners Are the cylinders fitted with safety valves Are the exhaust pipes and silencers water cooled

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 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 2 Bilge & San. 7" x 8" x 8" x 1 Ballast 10" x 12" x 10"

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 12" x 10" Power Driven 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 machinery spaces 3 - 3 1/2" & 2 - 2 1/2" from Trans. P to oily bilge In pump room Ford 1 - 2" Main

holds, &c. Upper hold 2-2" Lower Hold 2-2" Deep tank 2-4" Fore peak 1-4"

Independent Power Pump Direct Suctions to the engine room bilges, No. and size Bilge & San. direct 1-5" & Ballast Pump bilge direct 1-8"

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 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 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 the vessel is 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. 2 See London Cent. No. of stages 3 diameters stroke driven by Steam

Auxiliary Air Compressors, No. None No. of stages diameters stroke driven by

Small Auxiliary Air Compressors, No. None No. of stages diameters stroke driven by

Is provision made for first charging the air receivers By own power Steam driven Compressor

Savenging Air Pumps, No. See Sunderland Rpt. 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

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AIR RECEIVERS:—Have they been made under survey... Yes State No. of report or certificate... C.1208
Is each receiver, which can be isolated, fitted with a safety valve as per Rule... Yes
Can the internal surfaces of the receivers be examined and cleaned... Yes Is a drain fitted at the lowest part of each receiver... Yes
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... 2 Total cubic capacity... 300 c.ft. Internal diameter... 4' 1 1/2" thickness... 1.5/32"
Seamless, lap welded or riveted longitudinal joint... Yes Material... OH Steel Range of tensile strength... 28/32 Working pressure...
Butt straps

IS A DONKEY BOILER FITTED Yes If so, is a report now forwarded... Yes (Nuc No 103886)
Is the donkey boiler intended to be used for domestic purposes only... No
PLANS. Are approved plans forwarded herewith for shafting... 3/1/46 30/1/46 Receivers... 8/5/46 Separate fuel tanks...
(If not, state date of approval)
Donkey boilers... General pumping arrangements... 17/10/45 Pumping arrangements in machinery space... 21/9/46
Oil fuel burning arrangements... 7/8/46

SPARE GEAR.

Has the spare gear required by the Rules been supplied... Yes
State the principal additional spare gear supplied... See attached list.

For RICHARDSONS, WESTGARTH & Co. LIMITED

The foregoing is a correct description... W.E. Dering Manufacturer.
DIRECTOR

Dates of Survey while building
During progress of work in shops - - -
During erection on board vessel - - -
Total No. of visits... 61
1946. Mar. 29, May 13, 15, June 27, July 2, 4, 8, 11, 17, 19, 22, 24, Aug. 6, 8, 12, 14, 15, 17, 20, 22, 27, Sept. 2, 6, 10, 12, 17, 23, Oct. 4, 7, 9, 11, 16, 18, 22, 28, 30, Nov. 1, 4, 7, 12, 14, 18, 20, 25, 27, 28, 29, Dec. 2, 3, 4, 6, 10, 13, 24, 30, 1947 Jan. 3, 16, 21, 22, 28.

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... 8/7/46 Stern tube... 4/7/46 Engine seatings... 17/7/46 Engine holding down bolts... 4/10/46
Completion of fitting sea connections... 11/7/46 Completion of pumping arrangements... 16.1.47 Engines tried under working conditions...
Crank shaft, material... Identification mark... Flywheel shaft, material... Identification mark...
Thrust shaft, material... Identification mark... Intermediate shafts, material... OH Steel Identification marks... 9220 J.D.
Tube shaft, material... Identification mark... Screw shaft, material... OH Steel Identification mark... 9221 J.D.
Identification marks on air receivers... 21/8/46 and 4/9/46 S.W.

Is the flash point of the oil to be used over 150°F... Yes
Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with... Yes
Description of fire extinguishing apparatus fitted... Steam smothering and perforated water pipes and Phenomena, Hand Fire
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... No If so, state name of vessel...

General Remarks (State quality of workmanship, opinions as to class, &c.)
These engines and boilers were fitted on board this vessel, in accordance with the approved plans and Rule Requirements and on completion the machinery was tried out under working conditions and found satisfactory and in my opinion is now eligible for record of S.M.C. 1.47. and notation of T.S. (C.L.) 1.47. Forced draught fitted.

Journal characteristics approved in L.L. 7 30/1/46 E. W. H.B.C.

The amount of Entry Fee ...
1/3rd Special ... £ 36 : 9:0 : When applied for 5:2: 19 47.
Donkey Boiler Fee... £ : : When received 19
Travelling Expenses (if any) £ : :
Committee's Minute

Assigned 7 LMC 147 Oil Eng.
C.L. 22.8.1946

FRI. 28 FEB 1947

E. Norman Shaw
Engineer Surveyor to Lloyd's Register of Shipping
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