

REPORT ON OIL ENGINE MACHINERY.

No. 87673

24 OCT 1931

of writing Report

When handed in at Local Office

23/10/31 Port of

Received at London Office
NEWCASTLE-ON-TYNE

in Survey held at

St. Peter's & Hebburn

Date, First Survey

3rd April 1930

Last Survey

14 Oct 1931

Number of Visits 87

on the Twin
Screw

M. V. "Capota"

Tons { Gross 8229
Net 4826

built at

Hebburn

By whom built Hawthorn Leslie & Co

Yard No. 580

When built 1931

engines made at

St. Peter's

By whom made Hawthorn Leslie & Co

Engine No. 3782

When made 1931

Boilers made at

St. Peter's

By whom made Hawthorn Leslie & Co

Boiler No. 3782

When made 1931

like Horse Power

4000

Owners Anglo Saxon Pet. Co. Ltd. Port belonging to London

n. Horse Power as per Rule

413.2

Is Refrigerating Machinery fitted for cargo purposes

Yes

Is Electric Light fitted

Yes

de for which vessel is intended

Carrying Petroleum in Bulk

ENGINES, &c.—Type of Engines Hawthorn Works Super 2 or 4 stroke cycle 4 Single or double acting Single

num pressure in cylinders 500 lb. Diameter of cylinders 630 1/4 Length of stroke 110 5/8 No. of cylinders 6 5 E N A No. of cranks 6 E E V A

of bearings, adjacent to the Crank, measured from inner edge to inner edge 840 1/4 Is there a bearing between each crank Yes

utions per minute 135 Flywheel dia. 2200 1/4 Weight 6 Tons Means of ignition Compression and of fuel used Diesel Oil

k Shaft, dia. of journals as per Rule 398 1/4 as fitted 410 1/4 Crank pin dia. 410 1/4 Crank Webs Mid. length breadth 440 1/4 Mid. length thickness 240 1/4 Thickness parallel to axis 265 1/2 1708 Thickness around eye hole 149 1/2

heel Shaft, diameter as per Rule 398 1/4 as fitted 410 1/4 Intermediate Shafts, diameter as per Rule 10.55 as fitted 350 1/4 Thrust Shaft, diameter at collars as per Rule 11.04 as fitted 300 1/4

Shaft, diameter as per Rule 11.63 as fitted 328 1/4 Screw Shaft, diameter as per Rule 11.63 as fitted 328 1/4 Is the tube shaft fitted with a continuous liner Yes

ze Liners, thickness in way of bushes as per Rule 6.56 as fitted 18 1/2 Thickness between bushes as per rule 4.92 as fitted 15 1/4 Is the after end of the liner made watertight in the

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

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

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

If so, state type Length of Bearing in Stern Bush next to and supporting propeller 1600 1/4

eller, dia. 4050 1/2 Pitch 3150 1/2 No. of blades 3 Material N. B. whether Moveable No Total Developed Surface 53.3 sq. feet

od of reversing Engines Can Air Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication

thickness of cylinder liners 5 5/8 Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with

ducting material lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine 8 ft.

ag Water Pumps, No. Two each engine Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Pumps worked from the Main Engines, No. 1 E. E. N. A Diameter 150 1/4 Stroke 254 1/4 Can one be overhauled while the other is at work Yes

s connected to the Main Bilge Line No. and Size 2-8 x 8 x 10 How driven Steam

st Pumps, No. and size 2-8 x 8 x 10 Lubricating Oil Pumps, including Spare Pump, No. and size 2 Rotary 1 Steam 6 x 4 x 10

o independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

, No. and size:—In Machinery Spaces 2-3 1/2 E. R. A. 2-3 1/2 E. R. F. 2-3 1/2 Cofferdam 1-5 1/2 In Pump Room 3-3 x 1-2

ds, &c. 8 x 2-3 1/2. A. R. F. 1-4 8 x 2-3 1/2. The peak 2-2 1/2 See Pump

endent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-5 1/2 to 8 x 8 x 10 pump

the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes Are the Bilge Suctions in the Machinery Spaces

n easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes

Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Values

y 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 Above

y 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

ipes pass through the bunkers Cofferdam Suctions How are they protected

ipes pass through the deep tanks None Have they been tested as per Rule

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes

rrangement 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

ment to another yes Is the Shaft Tunnel watertight None Is it fitted with a watertight door worked from

od vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Air Compressors, No. 1 each engine No. of stages 3 Diameters 120, 440 Stroke 450 1/2 Driven by Main engine

ary Air Compressors, No. One No. of stages 3 Diameters 200 1/2 Stroke 450 1/2 Driven by Steam

Auxiliary Air Compressors, No. None No. of stages - Diameters - Stroke - Driven by -

ging Air Pumps, No. None Diameter - Stroke - Driven by -

ary Engines crank shafts, diameter as per Rule as fitted None See Ans 1223 No. - Position -

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes

internal surfaces of the receivers be examined and cleaned Yes Is a drain fitted at the lowest part of each receiver Yes

Pressure Air Receivers, No. Two Cubic capacity of each 14 B. F. Internal diameter 450 1/4 thickness 2 1/4

s, lap welded or riveted longitudinal joint Seamless Material 6 Range of tensile strength 32/36 T. Working pressure by Rules 1460

ing Air Receivers, No. Four Total cubic capacity 1400 Internal diameter 4-10 1/2 thickness 1 1/8 Actual 1100

s, lap welded or riveted longitudinal joint Riveted Material 6 Range of tensile strength 28/32 T. Working pressure by Rules 380

Actual 350

Foundation

IS A DONKEY BOILER FITTED? yes If so, is a report now forwarded? yes
Is the donkey boiler intended to be used for domestic purposes only? no
PLANS. Are approved plans forwarded herewith for Shafting yes Receivers yes Separate Tanks yes
(If not, state date of approval)
Donkey Boilers yes General Pumping Arrangements yes Oil Fuel Burning Arrangements yes

SPARE GEAR.
Has the spare gear required by the Rules been supplied? yes
State the principal additional spare gear supplied as per lists forwarded with R/V. Caprella + M/V Bardia + as per attached list.

For
The foregoing is a correct description
R. & W. HAWTHORN, LESLIE & CO. LTD.
P. B. Johnson
Manufacturer.

1930		GENERAL MANAGER		1931						
Dates of Survey while building	During progress of work in shops--	Apr. 28. 15. 28. May 7. 30. June 12. July 18. 31. Aug. 6. 11. 18. Sep. 9. 15. Oct. 7. 10. 20. 31. Nov. 4. 7. 11. 13. 14. 18.								
	During erection on board vessel--	Apr. 8. 1931. Jan. 7. 8. 14. 19. 26. Feb. 2. 5. 9. 18. 23. Mar. 4. 11. 16. 23. 30. Apr. 8. 15. 17. 22. 29. May 1. 7. 16. 18. 21. 28. 29. Jun. 19. 29. July 3. 10. 15. 16. 17. 21. 23. 27. 28. 30. 31. Aug. 6. 22. 26. 27. Sep. 3. 9. 11. 15. 16. 22. 25. 29. Oct. 1. 5. 7. 13. 14.								
	Total No. of visits	87.								
Dates of Examination of principal parts—Cylinders										
Crank shaft		14. 3. 31	Covers	14. 3. 31	Pistons	30. 6. 30	Rods	26. 6. 30.	Connecting rods	8. 7. 31
Flywheel shaft		21. 7. 31	Thrust shaft	8. 12. 30	Intermediate shafts	14. 12. 30	Tube shaft	14. 12. 30	See Att. Repari.	
Screw shaft		14. 8. 31	Propeller	14. 8. 31	Stern tube	16. 6. 31	Engine seatings	23. 4. 31	Engines holding down bolts	24. 8. 31
Completion of fitting sea connections		16. 6. 31	Completion of pumping arrangements	24. 8. 31	Engines tried under working conditions	13. 10. 31	ad 11. 4.			
Crank shaft, Material		6.	Identification Mark	ad 11. 4.	Flywheel shaft, Material	6.	Identification Mark	ad 11. 4.	ad 11. 4.	
Thrust shaft, Material		6.	Identification Mark	5. 2. 8. 12. 30	Intermediate shafts, Material	5.	Identification Marks	5. 2. 8. 12. 30	5. 2. 8. 12. 30	
Tube shaft, Material		5.	Identification Mark	5. 2. 8. 12. 30	Screw shaft, Material	5.	Identification Mark	5. 2. 8. 12. 30	5. 2. 8. 12. 30	

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
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo yes
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with yes
Is this machinery duplicate of a previous case yes If so, state name of vessel T.M.V. Caprella, Bardia

General Remarks (State quality of workmanship, opinions as to class, &c.)
The Machinery has been built under special supervision in accordance with the approved plans, the Rules of the Society, and has been securely fitted on board the vessel, tried under full working conditions, and found satisfactory.
The workmanship, materials are of good quality throughout.
The Machinery of this vessel is eligible, in my opinion to have notation T.M.C. 10.31 + S.S. 30.

certificate (if required) to be sent to Newcastle-on-Tyne

The amount of Entry Fee .. £ 6 : -
Special £ 110 : 13
Donkey Boiler Fee £ 18 : 4
Travelling Expenses (if any) £ 16 : 16
Committee's Minute
Assigned
TUE. 27 OCT 1931
+ L.M.C. 10.31 C.L.
Oil Eng. 2 DB. 150 lb.

Eng. A. Thompson
Engine Surveyor to Lloyd's Register of Shipping
© 2021
Lloyd's Register Foundation