

REPORT ON OIL ENGINE MACHINERY.

Liverpool F.E. Report No 118687.

No 13289

Form of writing Report

When handed in at Local Office

15.1

1942 Port of

Received at London Office

17 JUL 1942

LIVERPOOL 18 NOV 1942

Survey held at *Belfast + Birkenhead*

Date, First Survey *30 Dec 1941* Last Survey *9 July 1942*

Book.

Number of Visits *45*

on the *Single* *Triple* *Quadruple* Screw vessel

BRITISH PROMISE.

Tons Gross *8443*
Net

built at *Birkenhead*

By whom built *Cammell Laird & Co. Ltd.*

Yard No. *1068* When built *1942*

Engines made at *Belfast*

By whom made *Harland & Wolff Ltd.*

Engine No. *2100* When made *1942*

Boilers made at *Birkenhead*

By whom made *Cammell Laird & Co. Ltd.*

Boiler No. *1068* When made *1942*

Indicated Horse Power *3300*

Owners

Port belonging to

Indicated Horse Power as per Rule *489*

Is Refrigerating Machinery fitted for cargo purposes *no*

Is Electric Light fitted *yes*

Use for which vessel is intended

ENGINES, &c.—Type of Engines *Harland & Wolff - B.M. Diesel Injection* 2 or 4 stroke cycle *H* Single or double acting *single*

Maximum pressure in cylinders *700 lbs/sq. in.*

Indicated Pressure

128 lbs/sq. in.

Diameter of cylinders *740 mm.*

Length of stroke *1500 mm.*

No. of cylinders *6*

No. of cranks *6*

No. of bearings, adjacent to the Crank, measured from inner edge to inner edge

972 mm.

Is there a bearing between each crank *yes*

Revolutions per minute *110*

Flywheel dia. *2489 mm.*

Weight *2590 kgs*

Means of ignition *Compression*

Kind of fuel used *diesel oil*

Crank shaft, *Steel forged*

dia. of journals *as per Rule approved*

Crank pin dia. *505 mm.*

Crank Webs

Mid. length breadth *980 mm.*

Thickness parallel to axis *310 mm.*

Mid. length thickness *310 mm.*

Thickness around eye-hole *292.5 mm.*

Wheel Shaft, diameter *as per Rule as fitted*

Intermediate Shafts, diameter *as per Rule as fitted*

13.7" 13.48"

Thrust Shaft, diameter at collars *as per Rule as fitted*

17.7" 17.48"

Propeller Shaft, diameter *as per Rule as fitted*

Screw Shaft, diameter *as per Rule as fitted*

15.1" 14.81"

Is the shaft fitted with a continuous liner *yes*

Cylinder Liners, thickness in way of bushes *as per Rule as fitted*

25/32"

Thickness between bushes *as per Rule as fitted*

9/16"

Is the after end of the liner made watertight in the

after 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

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

no If so, state type

Length of Bearing in Stern Bush next to and supporting propeller *5'-2"*

Propeller, dia. *16'-0"*

Pitch *11'-6"*

No. of blades *4*

Material *Brass*

whether Moveable *no*

Total Developed Surface *81* sq. feet

Method of reversing Engines

Is a governor or other arrangement fitted to prevent racing of the engine when declutched *yes*

Means of lubrication

Thickness of cylinder liners *53 mm.*

Are the cylinders fitted with safety valves *yes*

Are the exhaust pipes and silencers water cooled or lagged with

conducting 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

Working Water Pumps, No. *2-1 Salt*

1 Fresh

Is the sea suction provided with an efficient strainer which can be cleared within the vessel *yes*

Water Pumps worked from the Main Engines, No. *1*

Diameter

Stroke

Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line

No. and Size

1 Bilge sanitary 8" x 8" x 10" duplex

1 Ballast 10" x 11" x 10" duplex

How driven *Thumper*

Steam & Main engine driven

If cooling water led to the bilges, what special arrangements are made to deal with this water in addition to the ordinary bilge pumping

arrangements *Nothing additional to normal bilge sections*

Water Pumps, No. and size *1 @ 10" x 11" x 10"*

Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size *One engine driven 100 l.w.s. 2 @ 3 1/2"*

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 @ 4"

In Hold, &c. *Forehold 1 @ 2 1/2" P.S. Ywd Store 1 @ 2" P.S.*

Forehold 1 @ 2"

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size *1 @ 6" from aft Well, 1-8" Emergency P.S.*

Are all the Bilge Suction pipes in Hold and Tunnel Well fitted with strum-boxes *yes*

Are the Bilge Suctions in the Machinery Spaces

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 *Built boxes*

Are they fitted with Valves or Cocks *Valves*

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*

Do any pipes pass through the bunkers *none*

How are they protected

Do any 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 *yes*

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

worked from

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

Number of Air Compressors, No. *1*

No. of stages

Diameters

Stroke

Driven by

Auxiliary Air Compressors, No. *2*

No. of stages

Diameters

Stroke

Driven by

All Auxiliary Air Compressors, No. *1*

No. of stages

Diameters

Stroke

Driven by

Is provision made for first Charging the Air Receivers *Steam Compressor*

Number of Air Pumps, No. *2*

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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