

Rpt. 4b.
APR 1944

REPORT ON OIL ENGINE MACHINERY.

No 102027

Received at London Office

Date of writing Report 17-4-44 When handed in at Local Office 17-4-44 Port of NEWCASTLE-ON-TYNE
No. in Survey held at Newcastle on Tyne Date, First Survey (1943) Jan'y. 20th Last Survey 7th Apr. 1944
Reg. Book. Number of Visits 93

on the ~~Single~~ ^{Twin} Screw vessel "CONDESA".
Built at Newcastle on Tyne (Hetherburn) By whom built R.W. Hawthorn, Leslie & Co. Ld. Yard No. 655. When built 1944-
Engines made at " (St Peter's) By whom made ditto Engines No. 3993 When made 1944-
Donkey Boilers made at Annan By whom made Cochran & Co. Annan, Ld. Boilers No. 15465 When made 1943,
Brake Horse Power 6,700. Owners Houlder Bros. Ld. Port belonging to 15467
Nom. Horse Power as per Rule 1004. Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes
Trade for which vessel is intended Open seas.

IL ENGINES, &c. Type of Engines Hawthorn-Werkspoor Supercharged 4 stroke cycle 4. Single or double acting Single.
Maximum pressure in cylinders 700 lb. Diameter of cylinders 650 mm Length of stroke 1400 mm No. of cylinders 16. No. of cranks 16.
Mean Indicated Pressure 135 lb.
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 844 mm
Revolutions per minute 124. Flywheel dia. 2260 mm Weight 6000 kg. Means of ignition Heat 7 Compression Kind of fuel used Heavy oil fuel.
Crank Shaft, { Solid forged as per Rule 448 mm 456 Crank pin dia. 460 mm Crank Webs Mid. length breadth 870 mm Thickness parallel to axis 267 + 290 mm
All built as fitted 460 mm Crank pin dia. 460 mm Mid. length thickness 267 mm Thickness around eye hole 204 mm
Flywheel Shaft, diameter as per Rule 344 = 13.43 Intermediate Shafts, diameter as per Rule 325 = 12.8 Thrust Shaft, diameter at collars as per Rule 341 = 13.43
Tube Shaft, diameter as fitted 460 mm Screw Shaft, diameter as fitted 144 mm Is the after end of the liner made watertight in the propeller boss Yes
Bronze Liners, thickness in way of bushes as per Rule 73 = 7.14 Thickness between bushes as fitted 5625 mm
If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner in one length.
If two liners are fitted, is the shaft lapped or protected between the liners Yes
Is an approved Oil Gland or other appliance fitted at the after end of the tube
Length of Bearing in Stern Bush next to and supporting propeller 4-10 1/2
Propeller, dia. 13-10 Pitch 14-5 No. of blades 4 Material M. Brg. whether Moreable Solid Total Developed Surface 60 sq. feet
Method of reversing Engines Air Servo-motor Is a governor or other arrangement fitted to prevent racing of the engine when disengaged Yes Means of lubrication forced
Thickness of cylinder liners 55 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting material Lagged
Cooling Water Pumps, No. THREE of 320 ton/hr for Salt water also for heavy oil cargo. 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. NIL Stroke Can one be overhauled while the other is at work Yes
Pumps connected to the Main Bilge Line No. and Size THREE, viz. One Ballast P. 250 ton/hr; one Bilge P. + one G.S.P. each 150 ton/hr How driven all steam driven.
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 One 250 ton/hr duplex. Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 3g 35 ton/hr Elec. motor driven
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 6g 3" dia.; 2 from DBtm Cofferdam 3" dia.; 1p. 1.5g 3" at forward of funnels; 1g 3" in funnel well.
In Holds, &c. For Cofferdam 1g 3"; 2 from 2.3 & 4 Holds, 2g 3" each; (abst. E.P.) 1g 3" at Cr. ap.; No 6 Hold, 2g 3"
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2g 5 1/2" dia. & 1g 7" dia.
Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes Are the Bilge Suctions in the Machinery Spaces ed 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 Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door No 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. Nil No. of stages 2 Diameters 5 3/4" & 12 1/2" Stroke 7 1/2" Driven by Steam Lugs.
Auxiliary Air Compressors, No. TWO No. of stages 2 Diameters 5 3/4" & 12 1/2" Stroke 7 1/2" Driven by
Small Auxiliary Air Compressors, No. Nil No. of stages 2 Diameters 5 3/4" & 12 1/2" Stroke 7 1/2" Driven by
What provision is made for first Charging the Air Receivers Steam driven Air Compressors.
Scavenging Air Pumps, No. Nil Diameter Stroke Driven by
Auxiliary Engines crank shafts, diameter as per Rule 9" dia Journals & 7" dia Crank pins. No. 4 sets of 300 kW. Six Cyl. oil eng. 6 Cyl. sets
Have the Auxiliary Engines been constructed under special survey Yes Is a report sent herewith Yes Copies of Nottingham Rpts Nos. C1642, C1643, C1657 & C1689.
Register Foundation

002897-002906-0055 1/2

AIR RECEIVERS: - Have they been made under survey ☒ Yes

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

Injection Air Receivers, No. ☒ Yes

Seamless, lap welded or riveted longitudinal joint ☒ Yes

Starting Air Receivers, No. ☒ Yes

Is a donkey boiler fitted? ☒ Yes

Is the donkey boiler intended to be used for domestic purposes only ☒ No, also for Steam Auxiliaries.

PLANS. Are approved plans forwarded herewith for Shipping ☒ Yes

Donkey Boilers ☒ Yes

Oil Fuel Burning Arrangements ☒ Yes

Has the spare gear required by the Rules been supplied ☒ Yes

State the principal additional spare gear supplied ☒ As per Attached Lists (Aux. Machinery - 7 SHEETS)

State the principal additional spare gear supplied ☒ As per Attached Lists (MAIN MACHINERY - 17 SHEETS)

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State No. of Report or Certificate ☒

Is a drain fitted at the lowest part of each receiver ☒ Yes

Internal diameter ☒ Yes

Working pressure ☒ Yes

Range of tensile strength ☒ Yes

Internal diameter ☒ Yes

Range of tensile strength ☒ Yes

Working pressure ☒ Yes

Range of tensile strength ☒ Yes

Working pressure ☒ Yes

Range of tensile strength ☒ Yes

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Range of tensile strength ☒ Yes

Working pressure ☒ Yes

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Working pressure ☒ Yes

Range of tensile strength ☒ Yes

Working pressure ☒ Yes

Range of tensile strength ☒ Yes

Rpt. 9a.

Port of

NEWCASTLE-ON-TYNE

Continuation of Report No. 10202

dated

7th April 1944 on the

M.V. 'CONDOSA'

During the course of the fitting out of the machinery & subsequent quay trials, damage was sustained, alleged to be due to (a) Port Propeller striking floating object on 24th March 1944 during basin machinery trials (b) Starboard Propeller striking buoy on 26th February 1944 whilst vessel being shifted alongside quay

Now Done for Damages (a) & (b): - Vessel placed in drydock - Examined Propellers - after end of stem tubes - outside fastenings - Propeller shafts drawn in. For Damage (a) Examined Port Main Engine Nos 7 & 8 crankpins & adjacent journals & bearings opened up. For Damage (b) Examined Starboard Main Engine turning gear opened up.

Damage Repairs (a) Port Bronze Propeller Blades - slightly bent and one blade tip broken off for length of 5" - blades heated & faired & one blade tip where broken repaired by burning up with bronze. The Propeller afterwards checked for pitch & found satisfactory

(b) Starboard Main Engine turning gear bracket - fractured beyond repair and worn shaft slightly bent - bracket salvaged & worn shaft heated & faired. Bronze Propeller blades slightly bent and one blade part broken at angle of leading edge - blades all heated - faired and one blade where broken repaired by burning up with bronze. The Propeller afterwards checked for pitch and found satisfactory.

ONE - 3 GALLON 'FORMITE' ENGINE.
15 { 2 GALLON 'FORMITE' MARINE.
TYPE EXTINGUISHERS.

LLLOYD'S TEST
575 lb
HP 350 lb
30-7-43 A.W.C.

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 Fire Smothering pipes under Donkey Bldg floors and also

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo ☒ No

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with ☒ Not desired

Is this machinery duplicate of a previous case ☒ Yes

If so, state name of vessel ☒ RIPPINGHAM GRANGE

General Remarks (State quality of workmanship, opinions as to class, etc.)

The machinery of this vessel has been constructed and installed under

Special Survey in accordance with the approved plans and the Society's Rules, and the

materials and workmanship are good. The machinery has been tested satisfactorily

with vessel moored at wharf, and is eligible in our opinion for record + L.M.C.

and the rotations 3 DB. 125 lb HP. T.S. CL. OIL ENG.

N.B. The Auxiliary Steam Pipes (HP 180 lb) over 2" bore are Weldless Bessemer Steel &

those of 2" bore and under are of Bessemer Steel to BS 5806 F. (Fits, moon butt welded,

the steel being made at Oakley Works.

SEE CONTINUATION SHEET. and

The amount of Entry Fee .. £ 6 : 0 : When applied for, 24 APR 1944

Special 3 Starting Air Receivers .. £ 125 : 2 : When received,

Donkey Boiler Fee .. £ 8 : 8 : Travelling Expenses (if any) £ 19

Committee's Minute THURS 4 MAY 1944

Assigned + LMC 4.44

Awatt + J. E. Martin
Engineer Surveyors to Lloyd's Register of Shipping.