

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 19326

Received at London Office 10 JUN 1931

Date of writing Report 24.2.31 When handed in at Local Office 3rd JUNE 1931 Port of Greenwich
No. in Survey held at Greenwich Date, First Survey 24th MARCH 1930 Last Survey 1st JUNE 1931
Reg. Book. 515 "Permian" Number of Visits 65
on the Single Triple Screw vessel Tons { Gross 8954.42
Net 5444.34
Built at Greenwich By whom built Scott & B. RECOLE Yard No. 557 When built 1931
Engines made at Greenwich By whom made Societe d'Electricite de Belgique Engine No. 4219 When made 1931
Monkey Boilers made at Greenwich By whom made Scott & B. RECOLE Boiler No. 623 When made 1931
Horse Power 3000 Owners The Atlantic Oil Shipping Co. Ltd Port belonging to Panama
Horse Power as per Rule 888 Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes
Made for which vessel is intended Foreign

ENGINES, &c.—Type of Engines 4 Ingersoll Rand, Corliss Diesel Engines Compound & Main Generator on Propelling Shaft or 4 stroke cycle Single or double acting
Maximum pressure in cylinders _____ Diameter of cylinders _____ Length of stroke _____ No. of cylinders _____ No. of cranks _____
Position of bearings, adjacent to the Crank, measured from inner edge to inner edge _____
Revolutions per minute _____ Flywheel dia. _____ Weight _____ Means of mounting _____ Kind of fuel used Diesel
Crank Shaft, dia. of journals _____ as per Rule _____ as fitted _____ Crank Webs _____ Mid. length breadth _____ Thickness parallel to axis _____
Flywheel Shaft, dia. _____ as per Rule _____ as fitted _____ Intermediate Shafts, diameter _____ as per Rule _____ as fitted _____ Thrust Shaft, diameter at collars _____ as per Rule _____ as fitted _____
Main Shaft, diameter _____ as per Rule _____ as fitted _____ Screw Shaft, diameter _____ as per Rule _____ as fitted _____ Is the Double screw shaft fitted with a continuous liner Yes
Cylinder Liners, thickness in way of bushes _____ as per Rule _____ as fitted _____ Thickness between bushes _____ as per Rule _____ as fitted _____ Is the after end of the liner made watertight in the
peller boss Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Yes
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 Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube Yes
If so, state type Motor Electric Length of Bearing in Stern Bush next to and supporting propeller 60"
Propeller, dia. 16' 6" Pitch 11' 8 3/4" No. of blades 4 Material Bronze whether Moveable Yes Total Developed Surface 82 sq. feet
Method of reversing Motor Electric Is a governor or other arrangement fitted to prevent racing of the engine when detached Yes Means of lubrication Yes
Thickness of cylinder liners _____ 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 Yes
Suction Water Pumps, No. 3 Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes
Main Pumps worked from the Main Engines, No. None Diameter _____ Stroke _____ Can one be overhauled while the other is at work Yes
Pumps connected to the Main Bilge Line { No. and Size 4 (3 at 450 Gall per min. one at 325 Gall per min.) How driven Motor
Main Pumps, No. and size one 325 Gall per min. one 325 Gall per min. Lubricating Oil Pumps, including Spare Pump, No. and size one on each engine (4)
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 at 450 Gall. one at 325 Gall per min.
Total, &c. 2. 3" Pump Room Fan 1. 2 1/2" Oil 2. 2" Tanks 1. 8' in each.
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 at 6"
Are all the Bilge Suction pipes in Holds and Tunnels 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 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 Above
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 pipes pass through the bunkers } None How are they protected } Yes
Do pipes pass through the deep tanks } Have they been tested as per Rule Yes
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
department to another Yes Is the Shaft Tunnel watertight None Is it fitted with a watertight door Yes worked from Yes
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 Yes
Main Air Compressors, No. Two No. of stages 2 Diameters 5 1/2" & 2 3/4" Stroke 5 Driven by Motor
Auxiliary Air Compressors, No. one No. of stages one Diameters FREE AIR Stroke 4 Driven by Hand
Engining Air Pumps, No. one Diameter _____ Stroke _____ Driven by Hand
Main Engines crank shafts, diameter _____ as per Rule _____ as fitted _____

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

Are the internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces Manhole
Is there a drain arrangement fitted at the lowest part of each receiver Yes
High Pressure Air Receivers, No. Two Cubic capacity of each 208 Internal diameter 4' 2" thickness 19/32"
Seamless, lap welded or riveted longitudinal joint Riveted Material S Range of tensile strength 28-32 Working pressure by Rules 250
Auxiliary Air Receivers, No. Two Total cubic capacity 13 Cub ft Internal diameter 12" thickness 3/8"
Seamless, lap welded or riveted longitudinal joint Seamless Material S Range of tensile strength 26-30 Working pressure by Rules 250

003138-003146-0129

IS A DONKEY BOILER FITTED?

yes

If so, is a report now forwarded?

yes

PLANS. Are approved plans forwarded herewith for Shafting
(If not, state date of approval)

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangement

Oil Fuel Burning Arrangements

SPARE GEAR

as per Rule supplied
additional. Propeller shaft.

SCOTT'S SHIPBUILDING & ENGINEERING COMPANY
LIMITED.
The foregoing is a correct description of the machinery.

Arch^t Rennie

Chief Draughtsman.

Manufacturer.

Dates of Survey while building
During progress of work in shops - (1930) Mar. 24 Apr. 3 11 29 May 14 8 15 23 28 June 12 19 24 26 July 1 16 21 28 31 Aug. 5 12 14 21 28 Sept. 14 8 Oct. 3 10 14 15 21 24 Nov. 5 6 14 Dec. 2 8 16 23
During erection on board vessel - (1931) Jan. 9 13 14 31 Feb. 2 3 4 9 10 18 24 Mar. 6 9 11 24 31 Apr. 9 14 20 29 May 6 8 13 18 21 29 June 1
Total No. of visits 65

Dates of Examination of principal parts - Cylinders ✓ Covers ✓ Pistons ✓ Rods ✓ Connecting rods ✓
Crank shaft ✓ Flywheel shaft ✓ Thrust shaft 23- 12 30 Intermediate shafts ✓ Tube shaft ✓
Screw shaft 23- 12 30 Propeller 16- 12 30 Stern tube 16- 12 30 Engine seatings 13- 1 31 Engines holding down bolts 2- 2 31
Completion of fitting sea connections 13- 1 31 Completion of pumping arrangements 8- 5 31 Engines tried under working conditions 29. 5 31
Crank shaft, Material ✓ Identification Mark ✓ Flywheel shaft, Material ✓ Identification Mark ✓
Thrust shaft, Material S Identification Mark LR 4147 W.B.M. Intermediate shafts, Material ✓ Identification Marks ✓
Tube shaft, Material ✓ Identification Mark ✓ Screw shaft, Material S Identification Mark LR 4147 W.B.M.

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

If so, have the requirements of the Rules been complied with

Is this machinery duplicate of a previous case

yes

If so, state name of vessel

S/S "Winkler" Ent. Reg. No. 19249

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

These engines (Antwerp Reg. No. 17504) and

An Main Electrical Propulsion Plant (London Reg. No. C. 6318) both
heat & auxiliary boilers have been built under special
survey & are now securely fitted on board. Found
under working conditions. found satisfactory
The machinery is eligible in my opinion for the record
of LMC 6.31 (Rotation of DB 25th & 140th)

Damage, caused, to the Port outboard engine No. 4196-4201. in transit from
Shant & Greenock in the S/S "Kilwade" of Liverpool on Jan 31 1931.
2 Ribs on side of sole plate broken. 3 slightly broken. 15 Brackets in way of damage.
Ribs bent & broken Repair 2 Ribs clipped flush. 2 x 4 x 4" Steel Angles with Curved plates
fitted 3 Ribs dressed up. 15 Brackets renewed. for further particulars see copy of Damage Report
No. 498 attached

on per letter 14.9.29
The amount of Entry Fee ... £ 125-3-10
Special Air Renewal 6-6-
Boiler Fee ... £ 18-18-
DAMAGE 3-3-
Travelling Expenses (if any) £
RECEIVED FOR 4/2/31
12/2/31

When applied for,

3rd JUNE 1931

When received,

30-6-31

Committee's Minute GLASGOW

9-JUN 1931

Assigned LMC 6.31

A.B. 140.16

CERTIFICATE WRITTEN.

Wm. Gordon-Mitchell
Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation