

REPORT ON OIL ENGINE MACHINERY.

See also Dun. Rpt N° 9282
No 33178

Received at London Office 21 AUG 1941

Date of writing Report

When handed in at Local Office

20 AUG 1941 Port of

Sunderland.

Survey held at
g. Book.

SUNDERLAND.

Date, First Survey 28 Feb.

Last Survey 15 Aug 1941

Number of Visits 66

on the **Single**
Triple Screw vessel

"GREEN RANGER"

Tons Gross 3313
Net 1506.

built at **Sunderland**
engines made at **Sunderland**
monkey Boilers made at **Dumdee**
brake Horse Power **2800**
nom. Horse Power as per Rule **598**
made for which vessel is intended

By whom built **Caledon S. & E. Co. Ltd.**
By whom made **Wm. Beard & Sons Ltd.**
By whom made **Caledon S. & E. Co. Ltd.**
Owners **The Admiralty**
Is Refrigerating Machinery fitted for cargo purposes **No**
Admiralty Dile

Yard No. **391** When built **1941**
Engine No. **219** When made **1941**
Boiler No. **591** When made **1942**
Port belonging to **London**
Is Electric Light fitted **yes**

2 Single or double acting **Single**
Type of Engines **Opposed piston airless injection or 1/2 stroke cycle**
Maximum pressure in cylinders **568 lb/sq. in.**
Mean Indicated Pressure **81 lb/sq. in.**
Diameter of cylinders **560 in.**
Length of stroke **Upper 910 in. Lower 1250 in.**
No. of cylinders **4**
No. of cranks **4 (3 throws)**
Between each 3 throws
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge **880 in.**
Revolutions per minute **120**
Flywheel dia. **F. 2120 in.**
Weight **A. 5.25 tons**
Means of ignition **Compression**
Kind of fuel used **Temperature**
Crank pin dia. **420 in.**
Crank Webs **Mid. length breadth 610 in. Thickness parallel to axis 240 in.**
Mid. length thickness **240 in.**
Thickness around a hole **193 in.**
Intermediate Shafts, diameter **as per Rule**
Thrust Shaft, diameter at collars **as fitted 400 in.**

as per Rule
Screw Shaft, diameter **as fitted**
Is the tube screw shaft fitted with a continuous liner
Is the after end of the liner made watertight in the
If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
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

Hand lever
Method of reversing Engines
Is a governor or other arrangement fitted to prevent racing of the engine when detached **Yes**
Means of lubrication
Are the cylinders fitted with safety valves **Yes**
Are the exhaust pipes and silencers water cooled or lugged with
If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine
Is the sea suction provided with an efficient strainer which can be cleared within the vessel

one engine driven
Cooling Water Pumps, No. **one**
Is the sea suction provided with an efficient strainer which can be cleared within the vessel
Bilge Pumps worked from the Main Engines, No. **none**
Diameter **-** Stroke **-** Can one be overhauled while the other is at work **-**

one engine driven 120 in. x 340 in.
Pumps connected to the Main Bilge Line
No. and Size
How driven
Is the cooling water led to the bilges
If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping arrangements

one engine driven
Ballast Pumps, No. and size
Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size
Are two independent means arranged for circulating water through the Oil Cooler
Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps, No. and size
In Machinery Spaces
In Pump Room

one engine driven
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size
Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes
Are the Bilge Suctions in the Machinery Spaces
Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates
Are the Overboard Discharges above or below the deep water line
Are they each fitted with a Discharge Valve always accessible on the plating of the vessel
Are the Blow Off Cocks fitted with a spigot and brass covering plate
What pipes pass through the bunkers
How are they protected
What pipes pass through the deep tanks
Have they been tested as per Rule

one engine driven
Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times
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
Is the Shaft Tunnel watertight
Is it fitted with a watertight door
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

one engine driven
Main Air Compressors, No. **one**
No. of stages
Diameters **1410 in.**
Stroke **1100 in.**
Driven by **Main Engine Crank Shaft**
Auxiliary Air Compressors, No. **one**
No. of stages
Diameters **1410 in.**
Stroke **1100 in.**
Driven by **Main Engine Crank Shaft**
Small Auxiliary Air Compressors, No. **one**
No. of stages
Diameters **1410 in.**
Stroke **1100 in.**
Driven by **Main Engine Crank Shaft**

one engine driven
What provision is made for first Charging the Air Receivers
Scavenging Air Pumps, No. **one**
Diameter **1410 in.**
Stroke **1100 in.**
Driven by **Main Engine Crank Shaft**
Auxiliary Engines crank shafts, diameter **as per Rule**
as fitted
Position
Have the Auxiliary Engines been constructed under special survey
Is a report sent herewith

AIR RECEIVERS: — Have they been made under survey.

State No. of Report or Certificate

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

Can the internal surfaces of the receivers be examined and cleaned

Is a drain fitted at the lowest part of each receiver

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

by Rules

Actual

Starting Air Receivers, No.

Total cubic capacity

Internal diameter

thickness

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure

by Rules

Actual

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting

(If not, state date of approval)

Receivers

Separate Fuel Tanks

Donkey Boilers

General Pumping Arrangements

Pumping Arrangements in Machinery Space

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied (No top & bottom 2nd Conn. rod bearings Supplied)

State the principal additional spare gear supplied

1 Cylinder liner & packer Complete. 1 main piston head & 24 rings. 4 Fuel valves Complete, 8 Spray plugs, 1 N.R. air starting valve Complete, 1 Cyl. relief valve, 2 pump heads Complete with X-hds. Struts & tappets, delivery chambers & bell crank levers, 1 set of thrust pads, 1 roller chain for Camshaft drive, 12 hoses for upper piston cooling water, 12 hoses for lower side X-hd lubricating, 1 Cyl. lubricator, 8 discs for scavenge pump, 1 set of valve discs for main engine pumps.

The foregoing is a correct description.

WILLIAM DOXFORD & SONS, Limited.

Director

Manufacturer.

Dates of Survey while building
During progress of work in shops - 21/1/41, 28/1/41, 6/7/41, 10/11/41, 12/12/41, 14/1/42, 20/2/42, 21/2/42, 25/2/42, 26/2/42, 28/2/42, 31/3/42, 1/4/42, 3/4/42, 9/4/42, 15/4/42, 17/4/42, 21/4/42, 23/4/42, 25/4/42, 28/4/42, 30/4/42, 1/5/42, 3/5/42, 5/5/42, 7/5/42, 10/5/42, 12/5/42, 14/5/42, 16/5/42, 18/5/42, 20/5/42, 22/5/42, 24/5/42, 26/5/42, 28/5/42, 30/5/42, 1/6/42, 3/6/42, 5/6/42, 7/6/42, 9/6/42, 11/6/42, 13/6/42, 15/6/42, 17/6/42, 19/6/42, 21/6/42, 23/6/42, 25/6/42, 27/6/42, 29/6/42, 1/7/42, 3/7/42, 5/7/42, 7/7/42, 9/7/42, 11/7/42, 13/7/42, 15/7/42, 17/7/42, 19/7/42, 21/7/42, 23/7/42, 25/7/42, 27/7/42, 29/7/42, 31/7/42, 2/8/42, 4/8/42, 6/8/42, 8/8/42, 10/8/42, 12/8/42, 14/8/42, 16/8/42, 18/8/42, 20/8/42, 22/8/42, 24/8/42, 26/8/42, 28/8/42, 30/8/42, 1/9/42, 3/9/42, 5/9/42, 7/9/42, 9/9/42, 11/9/42, 13/9/42, 15/9/42, 17/9/42, 19/9/42, 21/9/42, 23/9/42, 25/9/42, 27/9/42, 29/9/42, 1/10/42, 3/10/42, 5/10/42, 7/10/42, 9/10/42, 11/10/42, 13/10/42, 15/10/42, 17/10/42, 19/10/42, 21/10/42, 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