

REPORT ON OIL ENGINE MACHINERY.

No. 19414.

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Date of writing Report 6th July 51 When handed in at Local Office 11th July 51 Port of

MIDDLESBROUGH.

Survey held at Middlesbrough.

Date, First Survey 8th Nov. 1950. Last Survey 30th June 19 51.

Number of Visits 82.

on the ^{Single} ~~Twin~~ ^{Triple} ~~Quadruple~~ Screw vessel m.v. "BRITISH LADY".

Tons Gross 6140 Net 3329

uilt at South Bank on Tees. By whom built Smith's Dock Co. Ltd., Yard No. 1211 When built 1951.

Engines made at Newcastle on Tyne. By whom made R & W Hawthorn Leslie Co. Ltd Engine No 4072 When made 1950

Key Boilers made at West Hartlepool By whom made Central Marine Eng. Works Boiler No R 402 When made 1950

Max. Service Horse Power 2500. Owners British Tanker Co. Ltd., Port belonging to London.

Horse Power as per Rule 534. Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes.

Service for which vessel is intended Open sea service.

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

Maximum pressure in cylinders Diameter of cylinders Length of stroke No. of cylinders No. of cranks

Indicated Pressure. Is there a bearing between each crank

of bearings, adjacent to the Crank, measured from inner edge to inner edge

Revolutions per minute Flywheel dia. Weight Means of ignition Kind of fuel used

Material { Solid forged dia. of journals as per Rule Crank pin dia. Crank Webs Mid. length breadth Thickness parallel to axis Semi built dia. as fitted Mid. length thickness shrunk Thickness around eyehole All built

Propeller Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule as fitted

Shaft, diameter as per Rule Screw Shaft, diameter as per Rule Is the { tube } shaft fitted with a continuous liner { as fitted as fitted

Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the as fitted as fitted

boss 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 stern tube 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

er, dia. Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet

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

Thickness of cylinder liners Are the cylinders fitted with safety valves Are the exhaust pipes and silencers water cooled or lagged with

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

Water Pumps, No. 2 1 - 10" x 10" x 10" Is the sea suction provided with an efficient strainer which can be cleared within the vessel fresh water

pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

connected to the Main Bilge Line { No. and Size 2 Bilge & Sanitary 7" x 8" x 8" 1 Ballast 10" x 12" x 10" How driven steam. steam

oling 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

ents Pumps, No. and size 1-10" x 12" x 10" Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1 - 5 1/2" x 6" x 15" 1 Main Engine Driven.

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" bilge, 1-6" bilge, 1-4" Cofferdam, 2-3" oily bilges Pump Rooms midship 2-4" aft. 2-4"

dr. 1-6" fore peak, 1-3 1/2" aft peak. 2-2" store, 1-6" ford. cofferdam.

endent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-6" & 1-8"

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

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

ea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both.

aced 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

uch 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

s pass through the bunkers None How are they protected

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

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

ngement 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

ut to another Yes. Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

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

Compressors, No. None No. of stages Diameters Stroke Driven by

Air Compressors, No. Two. See attached certificates Nos. D. 23529. D. 23526. steam engines.

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

vision is made for first Charging the Air Receivers steam driven compressors.

ing Air Pumps, No. See Newcastle Report No. 108040. Stroke Driven by

ary Engines crank shafts, diameter as per Rule No. See Nottingham Report. Position

Is Auxiliary Engines been constructed under special survey Yes Is a report sent herewith

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