

REPORT ON OIL ENGINE MACHINERY.

No. 23493.

Received at London Office

14 MAY 1947

Date of writing Report 5th MAY 1947. When handed in at Local Office 8th MAY 1947. Port of GREENOCK.

Survey held at GREENOCK.

Date, First Survey 31st OCTOBER 1946.

Last Survey 29th APRIL 1947

Number of Visits 34

277. on the Single Triple Quadruple Screw vessel "TEDDY"

Tons Gross 789.58
Net 454.30

built at GREENOCK

By whom built G. BROWN & CO (MARINE) LTD

Yard No. 241 When built 1947.

Engines made at HAZEL GROVE

By whom made MURRELEES, BICKERTON & DAY.

Engine No. 19841. When made 1946.

Monkey Boilers made at -

By whom made -

Boiler No. - When made -

Indicated Horse Power.

Owners HANS SVENNINGSEN

Port belonging to COPENHAGEN.

Indicated Horse Power as per Rule.

Is Refrigerating Machinery fitted for cargo purposes -

Is Electric Light fitted YES.

Grade for which vessel is intended.

L ENGINES, &c. - Type of Engines AIRLESS INJECTION DIRECT REVERSING 2 or 4 stroke cycle 4 Single or double acting SINGLE.

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

Mean Indicated Pressure. Is there a bearing between each crank.

Span of bearings, adjacent to the crank, measured from inner edge to inner edge.

Revolutions per minute 280. Flywheel dia. Weight. Means of ignition. Kind of fuel used.

Crank shaft, Solid forged dia. of journals as per Rule. Crank pin dia. Crank webs Mid. length breadth. Thickness parallel to axis. Semi built dia. of journals as fitted. Crank webs Mid. length thickness. Thickness around eyehole. All built as fitted.

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

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

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

Propeller boss. 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 tube shaft.

Propeller, dia. 7'-2" Pitch 4'-7" No. of blades 4 RH. Material BRONZE. whether moveable. No. Total developed surface 20 sq. feet

Method 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.

Lagged with non-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.

EXHAUST. Cooling Water Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel.

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

Pumps connected to the Main Bilge Line. No. and size. ONE 4 3/4 DIA. BY 5 1/2 STROKE. ONE CENTRIFUGAL PUMP 50 TONS, ONE CENTRAL PUMP 30 TONS CAPACITY.

How driven. BY MAIN ENGINE. BOTH DRIVEN BY ITS OWN ELECTRIC MOTOR.

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. 1 @ 50 TONS CAPACITY. Power Driven Lubricating Oil Pumps, including spare pump, No. and size.

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. 4 @ 2 1/2 DIA. VIZ. 1 - ER. AFT. 1 - ER. PS. 1 - ER. SS. 1 - ER. FWD. In pump room.

In holds, &c. 2 @ 2 1/2 DIA. FWD HOLD & 2 @ 2 1/2 DIA. AFT HOLD.

Independent Power Pump Direct Suctions to the engine room bilges, No. and size. 2 @ 3 DIA.

Are all the bilge suction pipes in holds and bilge well fitted with strum-boxes. YES. Are the bilge suction in the machinery spaces led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges.

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.

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.

Are the blow off cocks fitted with a spigot and brass covering plate. NONE. What pipes pass through the bunkers.

NONE. How are they protected. 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. NONE. Is it fitted with a watertight door. NONE. 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. STEEL VESSEL.

Main Air Compressors, No. ONE TYPE No. 20. No. 70926. of stages TWO. diameters 4 1/2 & 2" stroke 4 1/2 driven by 10 HP. ELEC. MOTOR.

SEE SOUTHAMPTON CERT. No. D. 2691 - 5.3.41.

Auxiliary Air Compressors, No. No. of stages. diameters. stroke. driven by.

Small Auxiliary Air Compressors, No. SEE. No. of stages MANCHESTER. diameters REPORT. stroke No. 12697. driven by MAIN ENGINE.

What provision is made for first charging the air receivers. 10 HP. ELEC. MOTOR AS ABOVE.

Scavenging Air Pumps, No. diameter. stroke. driven by.

Auxiliary Engines crank shafts, diameter as per Rule. SEE LEEDS REPORTS NOS. 191 & 192. No. Position ON S.S. IN LINE FORE & AFT.

Have the auxiliary engines been constructed under special survey. YES. Is a report sent herewith. YES.

003252-003262-0059

AIR RECEIVERS:—Have they been made under survey YES. SEE MANCHESTER RPT. No. 12697. State No. of report or certificate NOTTINGHAM C. 4051

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. NONE Cubic capacity of each. ☒ Internal diameter. ☒ thickness. ☒

Seamless, lap welded or riveted longitudinal joint. ☒ Material. ☒ Range of tensile strength. ☒ Working pressure. ☒

Starting Air Receivers, No. SEE MANCHESTER Total cubic capacity. REPORT Internal diameter. No. 12697 thickness. ☒

Seamless, lap welded or riveted longitudinal joint. ☒ Material. ☒ Range of tensile strength. ☒ Working pressure. ☒

IS A DONKEY BOILER FITTED No. 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. SCREW SHAFT 13.6.46 YES Receivers. ☒ Separate fuel tanks. ☒

Donkey boilers. ☒ General pumping arrangements. 14.3.46 Pumping arrangements in machinery space. 24.9.46. YES.

Oil fuel buring arrangements. ☒

SPARE GEAR.

Has the spare gear required by the Rules been supplied. YES.

State the principal additional spare gear supplied. AS PER LIST ATTACHED HERETO.

The foregoing is a correct description, GEORGE BROWN & CO. (MARINE) LTD. Manufacturer.

Dates of Survey while building { During progress of work in shops - - }
{ During erection on board vessel - - } (1946) OCT. 31. NOV. 11. DEC. 12. 19. 26. (1947) JAN. 6. 10. 16. 24. 28. FEB. 3. 10. 17. MAR. 3. 14. 17. 20. 26. 28. 29. 30. 31. APR. 2. 3. 4. 6. 8. 9. 11.
Total No. of visits 34

Dates of examination of principal parts—Cylinders. SEE MANCHESTER REPORT No. 12697. Covers. ☒ Pistons. ☒ Rods. ☒ Connecting rods. ☒

Crank shaft. ☒ Flywheel shaft. ☒ Thrust shaft. 11.11.46 Intermediate shafts. 11.11.46 Tube shaft. ☒

Screw shaft. 11.11.46 Propeller. 11.11.46 Stern tube. 31.10.46 Engine seatings. 31.10.46 Engine holding down bolts. 2.4.47

Completion of fitting sea connections. 31.10.46 Completion of pumping arrangements. 4.4.47 Engines tried under working conditions. 11.12.23.25

Crank shaft, material. SEE MANCHESTER Identification mark. REPORT Flywheel shaft, material. No. 12697 Identification mark. SAME

Thrust shaft, material. SAME Identification mark. SAME. Intermediate shafts, material. S.M. STEEL Identification marks. LLOYDS. 750. 28. 8.

Tube shaft, material. ☒ Identification mark. ☒ Screw shaft, material. S.M. STEEL Identification mark. LLOYDS. 751. 23. 8. 46

Identification marks on air receivers. AS PER NOTTINGHAM CERTS. C. 4051 & C. 4052.

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. 2 M TYPE FIRE EXTINGUISHERS PHOMENE FOAM. & SAND.

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo. No. If so, have the requirements of the Rules been complied with. ☒

If the notation for ice strengthening is desired, state whether the requirements in this respect have been complied with. YES.

Is this machinery duplicate of a previous case. No. If so, state name of vessel. ☒

General Remarks (State quality of workmanship, opinions as to class, &c. The Engine No. 19841, made by Messrs. Mirreles Bickerton & Day - Hazel Grove - Manchester Report No. 12697, has been efficiently & securely installed in this vessel, in accordance with the approved plans, tested under working conditions on Basin & Full Power Sea Trials, & found satisfactory.

The machinery in my opinion is eligible to be Classed in the Society's Register Book with the following records: Oil Engine. * LMC. 4.47. O.G.

The amount of Entry Fee ... £ : : When applied for. 9th MAY 1947

1/3 Special (£51) ... £ 17. 0. 0. When received. 19

Donkey Boiler Fee... £ : : When received. 19

Travelling Expenses (if any) £ : :

Committee's Minute

Assigned

GLASGOW

13 MAY 1947

W. Breckman

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation