

REPORT ON OIL ENGINE MACHINERY.

No. 35541

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Date of writing Report

19

When handed in at Local Office

19

Port of

Sunderland

No. in Survey held at
Reg. Book.

Date, First Survey 4 October 1949

Last Survey 21 March 1951

Number of Visits 66

Single
on the ~~Twin~~
Triple
Screw vessel

"BRITISH BUILDER."

Gross 8699
Net 5048

Built at Sunderland

By whom built Wm. Leafford & Sons Ltd.

Yard No. 482

When built 1951.

Engines made at Sunderland

By whom made Wm. Leafford & Sons Ltd.

Engine No. 482

When made 1951.

Donkey Boilers made at Stockton

By whom made Stockton Chem. Eng. & Riley Bros Ltd.

Boiler No. 7194/8

When made 1950.

Brake Horse Power 3100

Owners British Tanker Co. Ltd.

Port belonging to London.

Nom. Horse Power as per Rule MN. 684

Is Refrigerating Machinery fitted for cargo purposes No.

Is Electric Light fitted Yes.

Trade for which vessel is intended Tanker

OIL ENGINES, &c. Type of Engines Opposed piston action injection 2 or 4 stroke cycle 2 Single or double acting Single

Maximum pressure in cylinders 1640 lb/sq. in. Diameter of cylinders 600 mm Length of stroke 980 mm No. of cylinders 4 No. of cranks 4 Triple thrust

Mean Indicated Pressure 85 lb/sq. in. Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 886 mm Is there a bearing between each crank Between each triple thrust.

Revolutions per minute 105 Flywheel dia. 1690 mm Weight 3.26 tons Means of ignition Compression Kind of fuel used

Crank Shaft, Solid forged dia. of journals as per Rule 431 mm Crank pin dia. 450 mm Crank Webs Mid. length breadth 650 mm Thickness parallel to axis 255 mm

Flywheel Shaft, diameter as per Rule 431 mm Intermediate Shafts, diameter as per Rule 450 mm Thrust Shaft, diameter at collars as per Rule 431 mm

Tube Shaft, diameter as per Rule 450 mm Screw Shaft, diameter as per Rule 450 mm Is the tube screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 22 mm Thickness between bushes as per Rule 14 mm Is the after end of the liner made watertight in the propeller boss Yes

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner one length.

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 the tube shaft No.

Propeller, dia. 16'-3" Pitch 11'-9" No. of blades 4 Material Bronze whether Moveable No. Total Developed Surface 93 sq. feet

Method of reversing Engines Hand lever Is a governor or other arrangement fitted to prevent racing of the engine when detached Yes Means of lubrication Forced

Thickness of cylinder liners 25 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting material Yes

Cooling Water Pumps, No. 1 Engine driven Is the sea suction provided with an efficient strainer which can be cleared within the vessel (P.W. Corling)

Bilge Pumps worked from the Main Bilge Line, No. none Diameter - Stroke - Can one be overhauled while the other is at work -

Pumps connected to the Main Bilge Line No. and Size 2 @ 4" x 8" x 8" duplex. Steam.

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 @ 10" x 12" x 10" Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1 @ 8" (Ballast pump) + 1 @ 6"

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 2 @ 3 1/2" 1 @ 6" (off. well) In Pump Room

n Holds, &c. (Tanker)

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 8" (Ballast pump) + 1 @ 6"

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

d 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.

That pipes pass through the bunkers none How are they protected -

That 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.

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 (Tanker) Is the Shaft Tunnel watertight none Is it fitted with a watertight door - worked from -

For 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. Two No. of stages Three Diameters 11 1/2" - 9 1/2" - 2 3/4" Stroke 4" Driven by Steam Engine

Auxiliary Air Compressors, No. - No. of stages - Diameters - Stroke - Driven by -

Small Auxiliary Air Compressors, No. - No. of stages - Diameters - Stroke - Driven by -

What provision is made for first Charging the Air Receivers (Steam driven Compressor)

Savenging Air Pumps, No. Two Diameter 1510 mm Stroke 510 mm Driven by Levers from main engine.

Auxiliary Engines crank shafts, diameter as per Rule - No. - Position -

Have the Auxiliary Engines been constructed under special survey - Is a report sent herewith -

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