

# REPORT ON OIL ENGINE MACHINERY

No. 18598

1 SEP 1926

Received at London Office

Writing Report 21st Aug. 1926 When handed in at Local Office 26th Aug. 1926 Port of GREENOCK.

Survey held at GREENOCK. Date, First Survey 14th June, 1926. Last Survey 24th Aug. 1926. Number of Visits 17.

on the ~~Train~~ <sup>Single</sup> Screw vessels "PROWESS" Tons { Gross 206. Net 77. at GREENOCK By whom built MESS<sup>RS</sup> G. BROWN & CO LTD Yard No. 154. When built 1926. es made at NEWBURY. By whom made "PLENTY & SON. LTD Engine No. 546. When made 1926. ey Boilers made at ✓ By whom made ✓ Boiler No. ✓ When made ✓ e Horse Power 200. Owners MESS<sup>RS</sup> F. T. EVERARD & SONS LTD Port belonging to LONDON. Horse Power as per Rule 57. Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES.

SEE LONDON REPORT No 90365.

ENGINES, &c.—Type of Engines 2 or 4 stroke cycle ✓ Single or double acting ✓ um pressure in cylinders ✓ No. of cylinders ✓ Diameter of cylinders ✓ No. of cranks ✓ Length of stroke ✓ of bearings, adjacent to the Crank, measured from inner edge to inner edge ✓ Is there a bearing between each crank ✓ tions per minute 300 Flywheel dia. ✓ Weight ✓ Means of ignition ✓ Kind of fuel used ✓ k Shaft, dia. of journals as per Rule ✓ as fitted ✓ Crank pin dia. ✓ Crank Webs Mid. length breadth ✓ shrunk Thickness parallel to axis ✓ Mid. length thickness ✓ Thickness around eye-hole ✓ heel Shafts, diameter as per Rule ✓ as fitted ✓ Intermediate Shafts, diameter as per Rule ✓ as fitted ✓ Thrust Shaft, diameter at collars as per Rule ✓ as fitted ✓ Shafts, diameter as per Rule ✓ as fitted ✓ Screw Shaft, diameter as per Rule ✓ as fitted ✓ Is the { tube { shaft fitted with a continuous liner { ✓ size 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 ter boss YES. If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ✓ a 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 ✓ o liners are fitted, is the shaft lapped or protected between the liners ✓ Is an approved Oil Gland or other appliance fitted at the after f the tube shaft NO. Length of Bearing in Stern Bush next to and supporting propeller ✓ eller, dia. ✓ Pitch ✓ No. of blades ✓ Material ✓ whether Moveable ✓ Total Developed Surface ✓ sq. feet od 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~~ <sup>exhaust</sup> pipes and silencers water cooled or lagged with ~~insulating material~~ YES. If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine FUNNEL.

ing Water Pumps, No. 3 Is the sea suction provided with an efficient strainer which can be cleared within the vessel YES. Pumps fitted to the Main Engines, No. 1 Diameter 110 M Stroke 120 M. Can one be overhauled while the other is at work ✓.

ps connected to the Main Bilge Line { No. and Size TWO - 110 M x 120 M. How driven 1-MAIN ENG. GEARED. 1-AUX ENG. GEARED.

st Pumps, No. and size ONE - 8" x 12". Lubricating Oil Pumps, including Spare Pump, No. and size ✓ ro independent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

s, No. and size:—In Engine and Boiler Room 3 - 2 1/4" ✓ olds, &c. 2 - 2" ✓

pendent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 - 2 1/4" ✓ ll the Bilge Suction pipes in Holds and Tunnel Wall fitted with strum-boxes. YES. ✓ Are the Bilge Suctions in the Machinery Space

om easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges YES. ✓

ll Sea Connections fitted direct on the skin of the ship YES ✓ Are they fitted with Valves or Cocks BOTH ✓

ey fixed sufficiently high on the ship's side to be seen without lifting the ~~platform~~ <sup>platform</sup> plates YES ✓ Are the Overboard Discharges above or below the deep water line ABOVE. ✓

ey 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 NONE. ✓

t pipes pass through the bunkers NONE ✓ How are they protected ✓

t pipes pass through the deep tanks NONE ✓ Have they been tested as per Rule ✓

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times YES. ✓

he 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

partment to another YES. ✓ Is the Shaft Tunnel watertight NONE ✓ Is it fitted with a watertight door ✓ worked from ✓

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

in Air Compressors, No. ✓ No. of stages ✓ Diameters ✓ Stroke ✓ Driven by ✓

iliary Air Compressors, No. ✓ No. of stages ✓ Diameters ✓ Stroke ✓ Driven by ✓

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

ivenging Air Pumps, No. ✓ Diameter ✓ Stroke ✓ Driven by ✓

iliary 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 NO. (SAFETY VALVE ON COMPRESSOR.) ✓

a the internal surfaces of the receivers be examined YES. ✓ What means are provided for cleaning their inner surfaces BOILING OUT ONLY. ✓

there a drain arrangement fitted at the lowest part of each receiver YES. ✓

gh Pressure Air Receivers, No. NONE. ✓ Cubic capacity of each ✓ Internal diameter ✓ thickness ✓

unless, lap welded or riveted longitudinal joint ✓ Material ✓ Range of tensile strength ✓ Working pressure by Rules ✓

arting Air Receivers, No. 3 ✓ Total cubic capacity 15 1/4 ✓ Internal diameter ✓ thickness ✓

unless, lap welded or riveted longitudinal joint ✓ Material ✓ Range of tensile strength ✓ Working pressure by Rules ✓



IS A DONKEY BOILER FITTED?

No.

If so, is a report now forwarded?

HYDRAULIC TESTS:-

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS .....					
"    "    COVERS .....					
"    "    JACKETS.....					
"    "    PISTON WATER PASSAGES.....					
MAIN COMPRESSORS—1st STAGE.....					
"    2nd " .....					
"    3rd " .....					
AIR RECEIVERS—STARTING .....					
"    INJECTION .....	9-8-26.	350.15"	400.15"	J.D.	GOOD.
AIR PIPES .....					
FUEL PIPES .....					
FUEL PUMPS .....					
SILENCER .....					
"    WATER JACKET .....					
SEPARATE FUEL TANKS .....					

PLANS. Are approved plans forwarded herewith for Shafting ☒ YES. Receivers ☒ YES. Separate Tanks ☒ YES.  
 Donkey Boilers ☒ General Pumping Arrangements ☒ YES. Oil Fuel Burning Arrangements ☒

SPARE GEAR NOT ON BOARD (SEE BELOW).

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops-- (1926) June 11-16-22 July 11-27 August 2-4-5-9-11-12-17-18-19-20-23-24.  
 { During erection on board vessel---  
 Total No. of visits 17.

Dates of Examination of principal parts—Cylinders ☒ Covers ☒ Pistons ☒ Rods ☒ Connecting rods ☒  
 Crank shaft ☒ Flywheel shaft ☒ Thrust shaft ☒ Intermediate shafts ☒ Tube shaft ☒  
 FITTED 22-6-26 FITTED 22-6-26 FITTED 16-6-26. Engine seatings 22-6-26. Engines holding down bolts 5-8-26.  
 Screw shaft 22-6-26 Propeller 22-6-26 Stern tube 16-6-26. Engines tried under working conditions 19-8-26.  
 Completion of fitting sea connections 22-6-26. Completion of pumping arrangements 14-8-26.  
 Crank shaft, Material ☒ Identification Mark ☒ Flywheel shaft, Material ☒ Identification Mark ☒  
 Thrust shaft, Material ☒ Identification Mark ☒ Intermediate shafts, Material ☒ Identification Marks ☒  
 Tube shaft, Material ☒ Identification Mark ☒ Screw shaft, Material ☒ Identification Mark ☒

Is the flash point of the oil to be used over 150° F. ☒ 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 machinery has been securely fitted on board the vessel, and tried under full power with satisfactory results, and is eligible, in my opinion, to be classed in the Register Book with record of survey LMC 8-26 as recommended in London Rpt N° 90365, subject to the Spare Gear being checked when placed on board at Greenhithe, where the vessel is due to arrive in a few days time. London Surveyors notified

8/12/26. The Spare Gear has now been placed on board, examined, & found correct. *D. J. H. Pollard* (London)

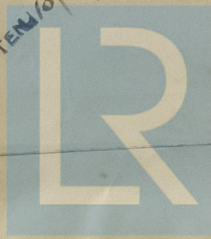
The amount of Entry Fee ... £ ☒ : When applied for, 12th Aug. 1926. Hon.  
 Special ☒ :  
 Donkey Boiler Fee ☒ :  
 Travelling Expenses (if any) £ ☒ : When received, 19.

Committee's Minute GLASGOW 31 AUG 1926

Assigned + L.M.C 8.26 Subject &c.

*J. D. Avey*  
 Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 10 DEC 1926



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