

REPORT ON OIL ENGINE MACHINERY.

No. 19108

10 JUN 1936

Received at London Office

of writing Report 6th June 1936 When handed in at Local Office 6th June 1936 Port of Leith
 in Survey held at Dundee Date, First Survey 19th March Last Survey 29th May 1936
 Book. Number of Visits 17
 on the Single Motor " PLOVER " Screw vessel Tons { Gross 352
Triple { Net 166
Quadruple {
 at Dundee By whom built Baldon S.B. & Co. Ltd Yard No. 356 When built 1936
 nes made at Glasgow By whom made British Auxiliaries Ltd Engine No. 228 When made 1936
 ey Boilers made at ✓ By whom made ✓ Boiler No. ✓ When made ✓
 e Horse Power 500 Owners General Steam Navigation Co. Ltd Port belonging to London
 Horse Power as per Rule 125 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted yes
 e for which vessel is intended

GINES, &c.—Type of Engines 2 or 4 stroke cycle Single or double acting
 pressure in cylinders Diameter of cylinders Length of stroke No. of cylinders No. of cranks
 ated Pressure
 arings, adjacent to the Crank, measured from inner edge to inner edge Is there a bearing between each crank
 s per minute Flywheel dia. Weight Means of ignition Kind of fuel used
 shaft, dia. of journals as per Rule Crank pin dia. Crank Webs Mid. length breadth Mid. length thickness Thickness parallel to axis
 as fitted shrunk Thickness around eyehole
 Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule
 as fitted as fitted as fitted
 ft, diameter as per Rule Screw Shaft, diameter as per Rule Is the { tube screw } shaft fitted with a continuous liner {
 as fitted as fitted as fitted
 ners, 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 as fitted
 s yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
 does not fit tightly at the part between the bearing yes in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive
 s 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
 dia. No. of blades Material whether Moveable Total Developed Surface sq. feet
 reversing Engines Is a governor or other arrangement fitted to prevent racing of the engine when declutched Means of lubrication
yes Thickness of cylinder liners Are the cylinders fitted with safety valves Are the exhaust pipes and silencers water cooled or lagged with
 g material If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine
 ater Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes
 ps worked from the Main Engines, No. None Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓
 ected to the Main Bilge Line { No. and Size 2 - Drysdale "Gentle" Pumps - 30 tons per hour.
 How driven Motor - driven
 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
✓ Main Engine fitted with two pumps. Stand by pumps capacity 1500 gals/hr.
 ps, No. and size 1 - Drysdale Pump 30 tons/hr. Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size
 endent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
 nd size:—In Machinery Spaces 1 - 2" In Pump Room
1 - 2 1/2" Port, 1 - 2 1/2" Gentle, 1 - 2 1/2" Stand
 t Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 - 2 1/2" to Port Pump at fore end of E.R. 1 - 2 1/2" to Stand Pump at after end of E.R.
 Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes Are the Bilge Suctions in the Machinery Spaces
 y accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges yes
 onnections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks Both.
 ufficiently 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
 tted 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 ✓
 s through the bunkers ✓ How are they protected ✓
 s through the deep tanks ✓ Have they been tested as per Rule ✓
 Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes
 ent 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
 another yes Is the Shaft Tunnel watertight ✓ Is it fitted with a watertight door ✓ worked from ✓
 l, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork ✓
 npressors, No. See gls. No. of stages Rpt. No Diameters 56900 Stroke Driven by Russell Newbury
 ir Compressors, No. one No. of stages 8 1/2 cub ft capacity at 3000 lbs. Driven by Engine Mech. Rpt.
 iary Air Compressors, No. one No. of stages 25 cub ft capacity at 3000 lbs. Driven by Motor
 Air Pumps, No. See gls. Diameter Rpt. No Stroke 56900 Driven by
 engines crank shafts, diameter as per Rule ✓
 as fitted

AIR RECEIVERS:—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.....

High Pressure 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.....

Receivers.....

Separate Tanks.....

Donkey Boilers.....

General Pumping Arrangements.....

Oil Fuel Burning Arrangements.....

SPARE GEAR.

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

State the principal additional spare gear supplied.....

The foregoing is a correct description,.....

Manufacturer.....

Dates of Survey while building { During progress of work in shops -- }
During erection on board vessel -- }
Total No. of visits.....

Dates of Examination of principal parts—Cylinders..... Covers..... Pistons..... Rods..... Connecting rods.....

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

Screw shaft in place 3/4/36 Propeller in place 3/4/36 Stern tube in place 3/1/36 Engine seatings 26-3-36 Engines holding down bolts 22-3-36

Completion of fitting sea connections 3-4-36 Completion of pumping arrangements 8-5-36 Engines tried under working conditions 29-3-36

Crank shaft, Material..... Identification Mark..... Flywheel shaft, Material..... Identification Mark.....

Thrust shaft, Material..... Identification Mark..... Intermediate shafts, Material..... Identification Marks 10264

Tube shaft, Material..... Identification Mark..... Screw shaft, Material..... Identification Mark 10264

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.....

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.....

Is this machinery duplicate of a previous case yes..... If so, state name of vessel m/v "Mallard".....

General Remarks (State quality of workmanship, opinions as to class, &c.).....

This Machinery - Gls. Rpt. N° 56900 & Lon. Rpt. N° 102644 - has been efficiently fitted on board, the materials & workmanship being sound & good.

The Main & Auxiliary Machinery was finally tried out at sea, under full power & working conditions. They were found satisfactory in all.

Manoeuvring trials were carried out, & the capacity of the air receiver was found to be considerably in excess of Rule requirements.

Aux. Engine which drives the compressor can be started by hand.

In my opinion the Machinery of this vessel is eligible for classing in the Register Book with the notation of + L.M.C. 5.

Oil Eng. O.G.

The amount of Entry Fee .. £ : : When applied for, Special 1/5 L.M.C. £ 6 : 0 charged by Gls. Donkey Boiler Fee £ 10 : 0 credited to Lth Travelling Expenses (if any) £ : : When received, 28/4/1936.

Committee's Minute GLASGOW 9-JUN 1936

Assigned + L.M.C. 5-36.

John Houston
Engineer Surveyor to Lloyd's Register of Shipping

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