

# LINE SHAFTING FOR REPORT ON OIL ENGINE MACHINERY.

No. 102644

Received at London Office  
 Report 2<sup>nd</sup> March 1936 When handed in at Local Office 19 Port of London  
 Survey held at Newbury Date, First Survey 15<sup>th</sup> January 1936 Last Survey 2<sup>nd</sup> March 1936  
 Number of Visits 5

on the 355 } Single } Screw vessel m/v PLOYER Tons { Gross 352  
 } Triple } } Net 166  
 } Quadruple }  
 By whom built Dundee Caledon Shipbuilding & Engineering Co<sup>ts</sup> Yard No. 556 When built 1936  
 By whom made Newbury Plenty & Son L<sup>ds</sup> Engine No. R/8709 When made 1936  
 By whom made \_\_\_\_\_ Boiler No. \_\_\_\_\_ When made \_\_\_\_\_  
 Owners General Steam Navigation Co<sup>ts</sup> Port belonging to \_\_\_\_\_  
 Horse Power 500 Is Refrigerating Machinery fitted for cargo purposes \_\_\_\_\_ Is Electric Light fitted \_\_\_\_\_  
 Horse Power as per Rule 125 which vessel is intended \_\_\_\_\_

GINES, &c.—Type of Engines Heavy oil (Atlas Diesel) 2 or 4 stroke cycle 2 Single or double acting Single  
 Pressure in cylinders 55 Kg/cm<sup>2</sup> Diameter of cylinders 340mm Length of stroke 570mm No. of cylinders 4 No. of cranks \_\_\_\_\_  
 Cranks, adjacent to the Crank, measured from inner edge to inner edge \_\_\_\_\_ Is there a bearing between each crank \_\_\_\_\_  
 Revolutions per minute 220 Flywheel dia. 1550mm Weight 2030Kg Means of ignition \_\_\_\_\_ Kind of fuel used \_\_\_\_\_  
 Dia. of journals as per Rule \_\_\_\_\_ Crank pin dia. \_\_\_\_\_ Crank Webs Mid. length breadth \_\_\_\_\_ Thickness parallel to axis \_\_\_\_\_  
 as fitted \_\_\_\_\_ Mid. length thickness \_\_\_\_\_ shrunk \_\_\_\_\_ Thickness around eyehole \_\_\_\_\_  
 Shaft, diameter as per Rule \_\_\_\_\_ Intermediate Shaft, diameter as per Rule 5.43" Thrust Shaft, diameter at collars as per Rule \_\_\_\_\_  
 as fitted \_\_\_\_\_ as fitted 5 5/8" as fitted \_\_\_\_\_  
 Screw Shaft, diameter as per Rule 6.22" Is the { tube } shaft fitted with a continuous liner { \_\_\_\_\_  
 as fitted \_\_\_\_\_ as fitted 6 5/8" { screw } \_\_\_\_\_  
 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 \_\_\_\_\_

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 bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive \_\_\_\_\_  
 If so, state type Cedarwall Is an approved Oil Gland or other appliance fitted at the after end of the tube 16 lbs  
 Length of Bearing in Stern Bush next to and supporting propeller 29 1/2"  
 Dia. 6'-7 1/2" Pitch 6'-0" No. of blades 4 Material Cast iron whether Moveable Solid Total Developed Surface 16 1/4 sq. feet

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 \_\_\_\_\_  
 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. \_\_\_\_\_ Is the sea suction provided with an efficient strainer which can be cleared within the vessel \_\_\_\_\_  
 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 \_\_\_\_\_  
 How driven \_\_\_\_\_  
 Pumps, No. and size \_\_\_\_\_ Lubricating Oil Pumps, including Spare Pump, No. and size \_\_\_\_\_  
 Independent means arranged for circulating water through the Oil Cooler \_\_\_\_\_ Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge \_\_\_\_\_  
 and size:—In Machinery Spaces \_\_\_\_\_

at Power Pump Direct Suctions to the Engine Room Bilges, No. and size \_\_\_\_\_  
 Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes \_\_\_\_\_ Are the Bilge Suctions in the Machinery Spaces \_\_\_\_\_  
 accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges \_\_\_\_\_  
 Connections fitted direct on the skin of the ship \_\_\_\_\_ Are they fitted with valves or Cocks \_\_\_\_\_  
 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 \_\_\_\_\_  
 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 \_\_\_\_\_  
 How are they protected \_\_\_\_\_  
 Have they been tested as per Rule \_\_\_\_\_

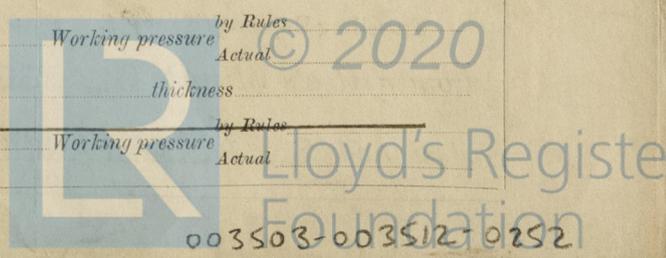
Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times \_\_\_\_\_  
 Arrangement of valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one \_\_\_\_\_  
 to another \_\_\_\_\_ Is the Shaft Tunnel watertight \_\_\_\_\_ Is it fitted with a watertight door \_\_\_\_\_ worked from \_\_\_\_\_  
 What means are provided to prevent leakage of either fuel oil or lubricating oil from saturating the woodwork \_\_\_\_\_

Compressors, No. \_\_\_\_\_ No. of stages \_\_\_\_\_ Diameters \_\_\_\_\_ Stroke \_\_\_\_\_ Driven by \_\_\_\_\_  
 Air Compressors, No. \_\_\_\_\_ No. of stages \_\_\_\_\_ Diameters \_\_\_\_\_ Stroke \_\_\_\_\_ Driven by \_\_\_\_\_  
 Air Pumps, No. \_\_\_\_\_ Diameter \_\_\_\_\_ Stroke \_\_\_\_\_ Driven by \_\_\_\_\_  
 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 \_\_\_\_\_  
 Internal surfaces of the receivers be examined and cleaned \_\_\_\_\_ Is a drain fitted at the lowest part of each receiver \_\_\_\_\_  
 Air Receivers, No. \_\_\_\_\_ Cubic capacity of each \_\_\_\_\_ Internal diameter \_\_\_\_\_ thickness \_\_\_\_\_  
 welded or riveted longitudinal joint \_\_\_\_\_ Material \_\_\_\_\_ Range of tensile strength \_\_\_\_\_ Working pressure by Rules \_\_\_\_\_  
 Actual \_\_\_\_\_

Receivers, No. \_\_\_\_\_ Total cubic capacity \_\_\_\_\_ Internal diameter \_\_\_\_\_ thickness \_\_\_\_\_  
 welded or riveted longitudinal joint \_\_\_\_\_ Material \_\_\_\_\_ Range of tensile strength \_\_\_\_\_ Working pressure by Rules \_\_\_\_\_  
 Actual \_\_\_\_\_

This Report concerns Intermediate Propeller Shaft, Propeller and Stern Tube only



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 7.1.36  
(If not, state date of approval)

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 1 Propeller

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building  
 During progress of work in shops - - 1936 Jan. 15, Feb. 5, 14, 21 March 2 = 5 visits  
 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 14.2.36 Tube shaft   
 Screw shaft 14.2.36 Propeller Working 21.2.36 / Spare 2.3.36 Stern tube 14.2.36 Engine seatings  Engines holding down bolts   
 Completion of fitting sea connections  Completion of pumping arrangements  Engines tried under working conditions   
 Crank shaft, Material  Identification Mark  Flywheel shaft, Material  Identification Mark   
 Thrust shaft, Material  Identification Mark  Intermediate shafts, Material 9.2. Steel Identification Marks   
 Tube shaft, Material  Identification Mark  Screw shaft, Material 9.2. Steel Identification Mark

Is the flash point of the oil to be used over 150° F.

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo  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 <sup>Stem Gear</sup> machinery duplicate of a previous case  If so, state name of vessel m/v Mallard

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

This stem gear has been examined whilst being machined and when finished is in accordance with the approved plans and the Rules. The materials used have been made at works approved by the Committee noted by the Surveyors to this Society. The gear has now been dispatched to Dundee for fitting onboard.

Attached hereto: Logging certificate for shafts.

Certificate (if required) to be sent to  
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee 125 MPQ 5/- £ 31.5.0  
1st mly £ 2.0.0  
£ 34.5.0  
 Special 1/5 of £ 31.5.0 £ 6.5.0  
 Donkey Boiler Fee ... £  
 Travelling Expenses (if any) £ 1/2

When applied for, 3-MAR 1936

When received, 8/5/1936

Geo Lang  
 Engineer Surveyor to Lloyd's Register

Committee's Minute **GLASGOW 9 JUN 1936**

Assigned SEE ACCOMPANYING MACHINERY REPORT.



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