

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 51756

Date of writing Report

19

When handed in at Local Office

14-9-30 Port of

Received at London Office

16 SEP 1931

No. in Survey held at
Reg. Book.

Glasgow

Date, First Survey

24th Nov 1930

Last Survey

10th Sep 1931

Number of Visits

16

Single
on the Twin
Triple
Quadruple
Screw vessel

Imperial Transport

Tons Gross 8022
Net 4830

Built at

Glasgow

By whom built

Blythwood S.B. Co Ltd

Yard No.

31. When built 1931.

Engines made at

Wallsend

By whom made

North Eastern M.E. Co Ltd

Engine No.

2765 When made 1931.

Donkey Boilers made at

Wallsend

By whom made

North Eastern M.E. Co Ltd

Boiler No.

2765 When made 1931.

Horse Power

4000

Owners

Houlder Bros.

Port belonging to

Nom. Horse Power as per Rule

633

Is Refrigerating Machinery fitted for cargo purposes

no

Is Electric Light fitted

yes

Trade for which vessel is intended

OIL ENGINES, &c.—Type of Engines

Newcastle Rft 86794

2 or 4 stroke cycle

Single or double acting

Maximum pressure in cylinders

Diameter of cylinders

Length of stroke

No. of cylinders

No. of cranks

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge

Is there a bearing between each crank

Revolutions per minute

Flywheel dia.

Weight

Means of ignition

Kind of fuel used

Crank Shaft, dia. of journals

as per Rule

Crank pin dia.

Crank Webs

Mid. length breadth

shrink Thickness parallel to axis

as fitted

Mid. length thickness

Thickness around eyehole

Flywheel 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

Tube Shaft, diameter

as per Rule

Screw Shaft, diameter

as per Rule

Is the

tube

screw

shaft fitted with a continuous liner

as fitted

as fitted

Bronze Liners, 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

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 the tube

shaft If so, state type

Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia.

Pitch

No. of blades

Material

whether Moveable

Total Developed Surface

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 or lagged with

non-conducting material

If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

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

How driven

Ballast Pumps, No. and size

Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Pumps, No. and size:—In Machinery Spaces

4 @ 3 1/2"

1 @ 3"

In Pump Room

In Holds, &c.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

Are all the Bilge Suction pipes in Holds and Tunnels fitted with strum-boxes

yes

Are the Bilge Suctions in the Machinery Spaces

ed 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

both

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

What pipes pass through the bunkers

How are they protected

What pipes pass through the deep tanks

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

yes

Is the Shaft Tunnel watertight

yes

Is it fitted with a watertight door

yes

worked from

Main Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

Auxiliary Air Compressors, No.

1

No. of stages

3

Diameters

3 1/2" 14" 14"

Stroke

9"

Driven by

Steam

Small Auxiliary Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

Scavenging Air Pumps, No.

Diameter

Stroke

Driven by

Auxiliary 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

003541

003541

0105

IS A DONKEY BOILER FITTED? *yes - two* If so, is a report now forwarded? *nwc 86794 - yes*

Is the donkey boiler intended to be used for domestic purposes only *no - for auxy machinery*

PLANS. Are approved plans forwarded herewith for Shafting *See nwc report & plan* Receivers *See nwc report & plan* Separate Tanks *See nwc report & plan*

Donkey Boilers *See nwc report & plan* General Pumping Arrangements *See nwc report & plan* Oil Fuel Burning Arrangements *See nwc report & plan*

SPARE GEAR.

Has the spare gear required by the Rules been supplied *all as per nwc list*

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 - - } 1930 Nov: 24 Dec: 1 - 1931 Jan: 30 Feb: 13 Mar: 10 Apr: 16 17 20 21 22 23 June: 25 Sept: 29
Total No. of visits 16

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

Crank shaft Flywheel shaft Thrust shaft Intermediate shafts Tube shaft

Screw shaft Propeller Stern tube Engine seatings 10/3/31 Engines holding down bolts 10/3/31

Completion of fitting sea connections 13/2/31 Completion of pumping arrangements 21/4/31 Engines tried under working conditions 10/9/31

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*

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 *yes* If so, have the requirements of the Rules been complied with *yes*

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

General Remarks (State quality of workmanship, opinions as to class, &c.) *The machinery noted in Newcastle report n° 86794 has been properly fitted on board the vessel, tried under working conditions and found satisfactory. It is eligible in my opinion to be classed with record + LMC. 9.31 (oil eng.) and notation of Screwshaft C.L. - 2 DB. 180 lb.*

The amount of Entry Fee £ : ✓ : When applied for, Special ... 1/5. 21 : 6 : 28 8. 1931. Donkey Boiler Fee ... £ : : When received, Travelling Expenses (if any) £ : : 3. 9. 1931.

Committee's Minute GLASGOW 15 SEP 1931

Assigned + LMC 9.31. 2 DB - 180 lb. CERTIFICATE WRITTEN.

H. Sutherland

Engineer Surveyor to Lloyd's Register of Shipping.



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