

REPORT ON OIL ENGINE MACHINERY.

No. 13571

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Date of writing Report 19 When handed in at Local Office 24 Aug 1943 Port of Belfast
 No. in Survey held at Belfast Date, First Survey 3 May 1942 Last Survey 9 Aug 1943
 Reg. Book. Number of Visits 134
 Single on the ~~Triple~~ Screw vessel. M.V. 'SAMANCO' Tons Gross 8335 Net 4845
 Built at Belfast By whom built Harland & Wolff Ltd. Yard No. 1156 When built 1943
 Engines made at Belfast By whom made Harland & Wolff Ltd. Engine No. 1156 When made 1943
 Donkey Boilers made at Stockton on Tees By whom made Stockton C.E. & Lloyds Boilers Ltd. Boiler No. 6581 When made 1943
 Brake Horse Power 7500 Owners Pacific Steam Navigation Co Ltd Port belonging to Liverpool
 Nom. Horse Power as per Rule 1643 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which vessel is intended Ocean going

OIL ENGINES, &c. — Type of Engines Harland B.W. Airless Injection 2 or 4 stroke cycle 2 Single or double acting double

Maximum pressure in cylinders 700 lbs sq in Diameter of cylinders 620 7/8 in Length of stroke 1400 7/8 in No. of cylinders 8 No. of cranks 8
 Mean Indicated Pressure 100 lbs sq in

Span of bearings, adjacent to the crank, measured from inner edge to inner edge 116 4/8 in Is there a bearing between each crank Yes

Revolutions per minute 100 Flywheel dia. 2483 7/8 in Weight 2500 Kg Means of ignition Compression Kind of fuel used Diesel oil

Crank Shaft, Solid forged dia. of journals as per Rule as approved 500 7/8 in Crank pin dia. 500 7/8 in Crank webs Mid. length breadth 1080 7/8 in Thickness parallel to axis 4 1/5 in
 Semi built dia. of journals as fitted 500 7/8 in Crank webs Mid. length thickness 250 7/8 in shrunk Thickness around eye hole 285 7/8 in
 All built

Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as approved 17 1/2 in Thrust Shaft, diameter at collars as per Rule as approved 490 7/8 in

Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as approved 19 1/2 in Is the (screw) shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule as approved Thickness between bushes as per Rule as approved 27/32 in 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 Yes

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 Yes If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after end of tube shaft No

Propeller, dia. 19'-6" Pitch 17'-0" No. of blades 4 Material BLADES BRONZE whether moveable Yes Total developed surface 123 sq. feet

Method of reversing Engines Air Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of Lubrication Forced

Thickness of cylinder liners 1/27 in Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting material lagged

If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine 2 SALT WATER Cooling Water Pumps, No. 2 FRESH Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Bilge Pumps worked from the Main Engines, No. 1 Diameter 10 1/2 in Stroke 10 in Can one be overhauled while the other is at work Yes

Pumps connected to the Main Bilge Line No. and size 2 1 @ 105 tons per hour 1 @ 200 tons per hour How driven Electrically

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 @ 200 tons per hour Power Driven Lubricating Oil Pumps, including spare pump, No. and size 2 @ 320 tons per hour

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: In machinery spaces 2 @ 3 1/2 in 1 @ 2 1/2 in (Crank pit) 1 @ 3 1/2 in In pump room

In holds, &c. 14 hold 2 @ 3 1/2 in; 12 hold 2 @ 3 1/2 in; 10 hold 2 @ 3 1/2 in; Deep tank 2 @ 3 1/2 in; 10 hold 2 @ 3 1/2 in; 10 hold 2 @ 3 1/2 in

Independent Power Pump Direct Suctions to the engine room bilges, No. and size 1 @ 5 in 1 @ 7 in

Are all the bilge suction pipes in holds and tunnel well fitted with strum-boxes Yes Are the bilge suction in the machinery spaces led 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

What pipes pass through the bunkers None How are they protected

What 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

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 compartment to another Yes

Is the shaft tunnel watertight Yes Is it fitted with a watertight door No worked from

If 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. 1 No. of stages 1 diameters 280 1/2 in stroke 130 7/8 in driven by Electrically

Auxiliary Air Compressors, No. 2 No. of stages 2 diameters 100/88 1/4 in stroke 80 7/8 in driven by Steam engine

Small Auxiliary Air Compressors, No. 1 No. of stages 2 diameters 100/88 1/4 in stroke 80 7/8 in driven by Steam engine

What provision is made for first charging the air receivers Above steam driven compressor

Scavenging Air Pumps, No. 2 each 373 M³ capacity at 100 R.P.M. of main engine stroke 3 driven by main engine

Auxiliary Engines crank shafts, diameter as per Rule as fitted 160 7/8 in Position 10 1/2 in 2 in 8 1/2 in 10 1/2 in 10 1/2 in 10 1/2 in 10 1/2 in 10 1/2 in 10 1/2 in

Have the auxiliary engines been constructed under special survey Yes Is a report sent herewith Yes

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