

## REPORT ON OIL ENGINE MACHINERY.

No. 46840

26 JUL 1927

Received at London Office

Date of writing Report

13 July 1927

When handed in at Local Office

14.7.1927

Port of

Glasgow

No. in Survey held at

Glasgow

Date, First Survey

29.9.25

Last Survey

10.7.1927

Reg. Book.

Number of Visits

210

on the <sup>Single</sup> ~~Twin~~ <sup>Triple</sup> ~~Quadruple~~ Screw vessel

CHESHIRE

Tons <sup>Gross</sup> 10560  
<sup>Net</sup>

Built at Glasgow

By whom built

The Fairfield S.B. &amp; E. C. Ltd. Yard No. 620 When built 1927

Engines made at

Bradford

By whom made

W. H. Allen Sons &amp; Co

Engines No. 29901

When made 1927

Key valves made at

By whom made

Boiler No.

When made

Horse Power

Owners

Port belonging to

Horse Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

for which vessel is intended

## ENGINES, &amp;c.—Type of Engines

2 or 4 stroke cycle

Single or double acting

Working pressure in cylinders

Diameter of cylinders

Length of stroke

No. of cylinders

No. of cranks

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

Shaft, dia. of journals <sup>as per Rule</sup>  
<sup>as fitted</sup>

Crank pin dia.

Crank Webs

Mid. length breadth  
Mid. length thicknessThickens parallel to axis  
shrunk  
Thickens around eye holeIntermediate Shaft, diameter <sup>as per Rule</sup>  
<sup>as fitted</sup>Intermediate Shafts, diameter <sup>as per Rule</sup>  
<sup>as fitted</sup>Thrust Shaft, diameter at collars <sup>as per Rule</sup>  
<sup>as fitted</sup>Shaft, diameter <sup>as per Rule</sup>  
<sup>as fitted</sup>Screw Shaft, diameter <sup>as per Rule</sup>  
<sup>as fitted</sup>Is the { tube { shaft fitted with a continuous liner {  
          { screw {Liners, thickness in way of bushes <sup>as per Rule</sup>  
<sup>as fitted</sup>Thickness between bushes <sup>as per Rule</sup>  
<sup>as fitted</sup>

Is the after end of the liner made watertight in the

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 liners are fitted, is the shaft lapped or protected between the liners

Is an approved Oil Gland or other appliance fitted at the after

Stern tube shaft

Length of Bearing in Stern Bush next to and supporting propeller

Pitch of reversing Engines

No. of blades

Material

whether Moveable

Total Developed Surface

sq. feet

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 tagged with

tagging material

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

Main 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

easily 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

Are 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

Are 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

Access through the bunkers

How are they protected

Access 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

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

If leakage, what means are provided to prevent leakage of either fuel oil or of 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

Auxiliary Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

Air Pumps, No.

Diameter

Stroke

Driven by

Engines crank shafts, diameter <sup>as per Rule</sup>  
<sup>as fitted</sup>

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule

Surfaces of the receivers be examined

What means are provided for cleaning their inner surfaces

Arrangement fitted at the lowest part of each receiver

Air Receivers, No.

Cubic capacity of each

Internal diameter

thickness

Less, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure by Rules

Fitting Air Receivers, No.

Total cubic capacity

Internal diameter

thickness

Less, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure by Rules

005769-005777-0023



IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting  
(If not, state date of approval)

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

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

See Accompanying  
Machinery Report

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

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

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.

Is this machinery duplicate of a previous case

If so, state name of vessel

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

The three sets of Diesel  
Generators as per London Report No 91283 have now been  
satisfactorily fitted on board the above Vessel.

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	...	£	:	:	When applied for,
Special	...	£	:	:	19.
Donkey Boiler Fee	...	£	:	:	When received,
Travelling Expenses (if any)	£	:	:	:	19.

Committee's Minute

GLASGOW 26 JUL 1927

Assigned

See accompanying report.

W. Lane

Engineer Surveyor to Lloyd's Register of Shipping



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Foundation