

REPORT ON OIL ENGINE MACHINERY.

No. 93536

-9 MAR 1936

Received at London Office
NEWCASTLE-ON-TYNE

Date of writing Report 19 36 When handed in at Local Office 6/3/36 Port of NEWCASTLE-ON-TYNE

No. in Survey held at Newcastle on Tyne Date, First Survey 27 Aug/35 Last Survey 5th Mar. 1936
Reg. Book. Number of Visits 64

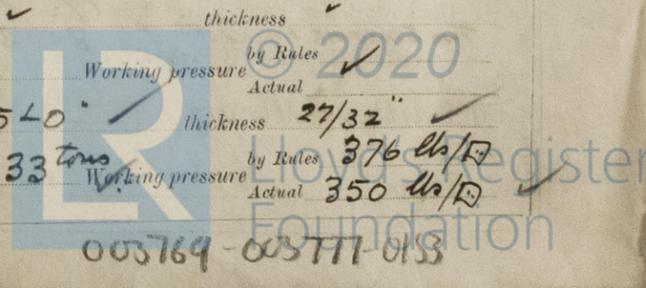
Single
Twin
Triple
Quadruple
Screw vessel **MACTRA**

Tons { Gross 5267
Net 3627

Built at Newcastle (WallSEND) By whom built Swan Hunter & Wigham Richardson Ltd Yard No. 1511 When built 1936-3
Engines made at do (St Peters) By whom made R W Hawthorn Leslie & Co Ltd Engine No. 3852 When made 1936
Donkey Boilers made at do (Walker) By whom made Swan Hunter & Wigham Richardson Ltd Boiler No. 1488 When made 1936
Brake Horse Power 2800 Owners Anglo Saxon Petroleum Co Ltd Port belonging to LONDON
Nom. Horse Power as per Rule 377 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 Werkspoor Supercharged 2 or 4 stroke cycle H Single or double acting Single
Maximum pressure in cylinders _____ Diameter MAN. IN E RPT & C Length of stroke _____ No. of cylinders _____ No. of cranks _____
Span of bearings, adjacent to the Crank _____ Is there a bearing between each crank _____
Revolutions per minute _____ Flywheel dia. BY N. LESLIE & CO Weight _____ Means of ignition _____ Kind of fuel used _____
Crank Shaft, dia. of journals _____ Crank pin dia. _____ Crank Webs _____ Mid. length breadth _____ Thickness parallel to axis _____
Flywheel Shaft, diameter _____ Intermediate Shafts, diameter _____ Thrust Shaft, diameter at collars _____
Tube Shaft, diameter _____ Screw Shaft, diameter _____ Is the shaft fitted with a continuous liner _____
Bronze Liners, thickness in way of bushes _____ Thickness between bushes _____ Is the after end of the liner made watertight in the 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 _____
Propeller, dia. 14'-9" Pitch 11'-0" No. of blades 4 Material MAN. BRZE whether Movable No Total Developed Surface 75 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 _____
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. 2 Diameter Rotary Stroke 35 tons/hr Can one be overhauled while the other is at work _____
Pumps connected to the Main Bilge Line _____
Ballast Pumps, No. and size _____ Power Driven 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 _____
In Holds, &c. _____
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size _____
Are all the Bilge Suction pipes in Holds _____
Are all Sea Connections fitted direct on the skin of the ship _____
Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates _____
Are they each fitted with a Discharge Valve always accessible on the plating of the vessel _____
What pipes pass through the bunkers _____
What pipes pass through the deep tanks _____
Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times _____
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 _____
Main Air Compressors, No. airless injn No. of stages _____ Diameters _____ Stroke _____ Driven by _____
Auxiliary Air Compressors, No. 2 No. of stages 2 Diameters 4 1/2" & 8 1/2" Stroke 6 1/4" Driven by _____
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 _____

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. airless injn Cubic capacity of each _____ Internal diameter _____ thickness _____
Seamless, lap welded or riveted longitudinal joint _____
Starting Air Receivers, No. two Total cubic capacity 800 cu ft Internal diameter 5 1/2" thickness 27/32"
Seamless, lap welded or riveted longitudinal joint _____ Material Steel Range of tensile strength 29 to 33 tons Working pressure _____



IS A DONKEY BOILER FITTED? Yes.

If so, is a report now forwarded? Yes.

Is the donkey boiler intended to be used for domestic purposes only No

PLANS. Are approved plans forwarded herewith for Shafting 17/4/35 + 16/5/35 Receivers 17/9/35 Separate Tanks 14/10/35
(If not, state date of approval)

Donkey Boilers 21/6/35 General Pumping Arrangements 17/9/35 Oil Fuel Burning Arrangements

SPARE GEAR.

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

See Rpt on Main Engines.

State the principal additional spare gear supplied

FOR THE FOREGOING IS A CORRECT DESCRIPTION.
W. & W. RICHARDSON, LTD.

G. J. Tweedy
DIRECTOR.

Manufacturer.

1935 See Separate report for visits during progress in shops.
Dates of Survey while building: During progress of work in shops - Aug. 27, 30, Sep. 3, 6, 10, 11, 17, 23, 24, 27, Oct. 7, 8, 11, 16, 17, 18, 25, 29, Nov. 4, 6, 12, 13, 15, 18, 20, 26, 29, Dec. 2, 3
During erection on board vessel - 5, 6, 10, 11, 12, 16, 18, 19, 24, 27, 30, 31, 1936 Jan. 8, 13, 16, 21, 23, 27, 30, Feb. 3, 5, 6, 7, 11, 13, 14, 19, 21, 25, 26, 27, Mar. 2, 5.
Total No. of visits 64 + 37 in shops = 101.

Dates of Examination of principal parts - Cylinders Covers Pistons Rods Connecting rods
Crank shaft Flywheel shaft Thrust shaft Intermediate shafts 30/1/36 Tube shaft
Screw shaft 12-11-35 + 2-3-35 Propeller 12-11-35 Stern tube 6/12/35 Engine seatings 30/1/36 Engines holding down bolts 30/1/36
Completion of fitting sea connections 18/12/35 Completion of pumping arrangements 25/2/36 Engines tried under working conditions 27/2/36 + 5/3/36.
Crank shaft, Material Identification Mark Flywheel shaft, Material Identification Mark
Thrust shaft, Material Identification Mark Intermediate shafts, Material SM Steel Identification Marks 11668 MB.
Tube shaft, Material Identification Mark Screw shaft, Material SM Steel Identification Marks working 11313 MB. spare 11314 M.B.

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 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.S. ELONA. New Rpt No 93417.

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

The machinery of this vessel has been constructed under special survey in accordance with the Society's Rules and approved plans. The materials and workmanship are good.

The machinery has been satisfactorily installed on board the vessel and tested under working conditions, and the vessel is eligible in my opinion for record + LMC 3.36 and notation TS. CL.

The amount of Entry Fee .. See Separate Rpt. When applied for, 7 MAR 1936
Special 1/5th ... £ 16: 6: :
Donkey Boiler Fee £ 17: 2: :
Two STARTING AIR RECV'S £ 8: 8: :
Travelling Expenses (if any) £ : : :
When received, 11.3 1936 12/3

Committee's Minute

FRI. 13 MAR 1936

Assigned

See other J.C. New 93536

A. Watt

Engineer Surveyor to Lloyd's Register of Shipping.



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Newable on Type

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