

REPORT ON OIL ENGINE MACHINERY.

No 23755.

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IN LUG Report 27th SEPT. 1948. When handed in at Local Office 1st OCT. 1948 Port of GREENOCKNo. in Survey held at GREENOCK Date, First Survey 23rd MAY 1947. Last Survey 22nd SEPT. 1948
Reg. Book. 8700. on the Single Triple Screw vessel "CIS BROVIG" Number of Visits 86.

Built at PORT GLASGOW By whom built W. HAMILTON & CO. LD. Yard No. 477 When built 1948
Engines made at GREENOCK By whom made JOHN G. KINCAID & CO. LD. Engine No. 194 When made 1948
Donkey Boilers made at GREENOCK By whom made JOHN G. KINCAID & CO. LD. Boiler No. 194 When made 1948
Brake Horse Power 21500 Owners TH. BROVIG Port belonging to FARSUND NORWEGIAN
Nom. Horse Power as per Rule 880 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES.
Trade for which vessel is intended OPEN SEA SERVICE

IL ENGINES, &c.—Type of Engines Diesel B.W. type Super 2 or 4 stroke cycle 4 Single or double acting Single
Maximum pressure in cylinders 650 lb. Diameter of cylinders 7407 Length of stroke 15007 No. of cylinders 8 No. of cranks 8
Mean Indicated Pressure 121.49 lb./sq. in. span of bearings, adjacent to the Crank, measured from inner edge to inner edge 9887
Revolutions per minute 115 Flywheel dia. 8.17 Weight 2.5 tons Means of ignition Compression Kind of fuel used Diesel oil

Crank Shaft, { Solid forged dia. of journals as per Rule 447 as fitted 5257 Crank pin dia. 5257 Crank Webs Mid. length breadth 9807 Thickness parallel to axis 3307 journals
All built as fitted with 118 hole with 230 hole Mid. length thickness 3107 shrunk Thickness around eye-hole 277.57
Flywheel Shaft, diameter as per Rule 447 as fitted Intermediate Shafts, diameter as per Rule 447 as fitted 20 Thrust Shaft, diameter at collars as per Rule 447 as fitted 5107

Stern Shaft, diameter as per Rule 447 as fitted 19 1/2 Is the shaft fitted with a continuous liner YES
Bronze Liners, thickness in way of bushes as per Rule 447 as fitted 78 Thickness between bushes as per Rule 447 as fitted 78 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 the tube YES
If so, state type YES Length of Bearing in Stern Bush next to and supporting propeller 5.2

Propeller, dia. 16.9 Pitch 12.9 No. of blades 4 Material Bronze whether Moveable No. Total Developed Surface 88 sq. feet

Method of reversing Engines Air Servo Motor Is a governor or other arrangement fitted to prevent racing of the engine when declutched YES Means of lubrication Forced
Thickness of cylinder liners 44 1/2 top 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 YES

Cooling Water Pumps, No. Two S.W. One F.W. 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. None Diameter Stroke Can one be overhauled while the other is at work YES

Pumps connected to the Main Bilge Line { No. and Size Two - one at 170 tons/hr & one at 100 tons/hr
How driven Steam
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 One 170 tons/hr Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size One main engine 11 1/2 x 10 Standby 12 x 12

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 12 1/2 20 1/2 32 1/2 12 1/2 In Pump Room

Holds, &c. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size Two 26

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes YES Are the Bilge Suctions in the Machinery Spaces 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 YES

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 level with YES

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

Do all pipes pass through the bunkers NONE How are they protected YES

Do all pipes pass through the deep tanks NONE Have they been tested as per Rule YES

Do 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 None Is it fitted with a watertight door YES

Is the wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork YES

In Air Compressors, No. Auxiliary Air Compressors, No. Two No. of stages Two Diameters 9 1/4 x 24 Stroke 7 1/2 Driven by Steam

Do all Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by YES

Is provision made for first Charging the Air Receivers Steam compression as above.
Suctioning Air Pumps, No. Under piston supercharge Diameter Stroke Driven by YES
Do all Auxiliary Engines crank shafts, diameter as per Rule as fitted Position
Have the Auxiliary Engines been constructed under special survey Is a report sent herewith Air Com. 1PSWICH CER 517280.

