

REPORT ON OIL ENGINE MACHINERY.

No 45289

13 JAN 1926

Received at London Office

Date of writing Report

When handed in at Local Office

30.12.1925 Port of GLASGOW

No. in Survey held at GLASGOW

Date, First Survey

Last Survey 29th Dec 1925

Reg. Book.

Number of Visits

on the ^{Single} ^{Twin} ^{Triple} Screw vessel "MYRTLEBANK"

Tons { Gross 515.0
Net 315.0

Master Built at GLASGOW By whom built HARLAND & WOLFF LTD Yard No. 6839 When built 1925

Engines made at GLASGOW By whom made HARLAND & WOLFF LTD Engine No. 688 When made 1925

Donkey Boilers made at BELFAST By whom made HARLAND & WOLFF LTD Boilers No. When made 1925

Brake Horse Power 2300 Owners MESSRS ANDREW WEIR & CO. (BANK LINE LTD) Port belonging to GLASGOW

nom. Horse Power as per Rule 7677 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES

L ENGINES, &c.—Type of Engines DIESEL 2 or 4 stroke cycle 4 Single or double acting SINGLE

Maximum pressure in cylinders 500 LBS/SQ IN No. of cylinders 12 No. of cranks 12 Diameter of cylinders 630 mm

Length of stroke 960 mm Revolutions per minute 125 Means of ignition COMPRESSION Kind of fuel used ABOVE 150°F

Is there a bearing between each crank YES Span of bearings (Page 92, Section 2, par. 7 of Rules) 872 mm

Distance between centres of main bearings 1300 mm Is a flywheel fitted YES Diameter of crank shaft journals as per Rule 376 mm as fitted 384 mm

Diameter of crank pins 384 mm METAL ROUNDED as per Rule 165 mm as fitted 175 mm Thickness of ditto as per Rule 235 mm as fitted 250 mm

Diameter of flywheel shaft as per Rule 376 mm as fitted 384 mm Diameter of tunnel shaft as per Rule 9 3/4" as fitted 10" Diameter of thrust shaft as per Rule 10 1/2" as fitted 11 1/8"

Diameter of screw shaft as per Rule 10 3/4" as fitted 11" Is the screw shaft fitted with a continuous liner the whole length of the stern tube YES

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 joints burned

Is 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

Are two liners are fitted, is the shaft lapped or protected between the liners If without liners, is the shaft arranged to run in oil

Type of outer gland fitted to stern tube WOOD LINED, NO O.G. Length of stern bush 50" Diameter of propeller 11' 9"

Pitch of propeller 9' 9" to 11' 3" SET 11' 3" No. of blades 3 EACH state whether moveable YES Total surface 84 square feet TOP 50 mm BOT 35 mm

Method of reversing COMPRESSED AIR Is a governor or other arrangement fitted to prevent racing of the engine when decelerated YES Thickness of cylinder liners 80 mm

Are the cylinders fitted with safety valves YES Means of lubrication FORCED & SIGHT FEED Are the exhaust pipes and silencers water cooled & lagged with

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

No. of cooling water pumps TWO Is the sea suction provided with an efficient strainer which can be cleared

within the vessel YES No. of bilge pumps fitted to the main engines NONE Diameter of ditto Stroke

Can one be overhauled while the other is at work No. of auxiliary pumps connected to the main bilge lines THREE How driven ELECTRIC MOTOR

Sizes of pumps CIRCULATING 4 1/2 CENT'S BALLAST 9" x 9" x 10" STROKE 6" x 6" x 6" No. and sizes of suctions connected to both main bilge pumps and auxiliary bilge pumps:—In engine room 30 3/2" x 10 1/2" IN TUNNEL

And in holds, etc. 40 2 1/2" COFFERDAMS, 20 2 1/2", 30 3", 40 3 1/2" HULL No. of ballast pumps ONE How driven ELECTRIC MOTOR Sizes of pumps 9" x 9" x 10

Is the ballast pump fitted with a direct suction from the engine room bilges YES State size 5" DIA. Is a separate auxiliary pump suction fitted in

Engine Room and size CIRC 5" ON BILGE MAIN Are all the bilge suction pipes fitted with roses YES Are the roses in Engine Room always accessible YES

Are the sluices on Engine Room bulkheads always accessible Are all connections with the sea direct on the skin of the ship YES

Are they valves or cocks BOTH Are they fixed sufficiently high on the ship's side to be seen without lifting the floor plates YES

Are the discharge pipes above or below the deep water line ABOVE & BELOW Are they each fitted with a discharge valve always accessible on the plating of the vessel YES

Are all pipes, cocks, valves and pumps in connection with the machinery accessible at all times YES Are the bilge suction pipes, cocks and valves arranged so as to prevent any

communication between the sea and the bilges YES Is the screw shaft tunnel watertight YES Is it fitted with a watertight door YES

Worked from SHELTER DECK If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

No. of main air compressors TWO (65 kg/cm²) No. of stages 3 Diameters 600 x 540 x 45 mm Stroke 350 mm Driven by MAIN ENGINE

No. of auxiliary air compressors ONE (25 kg/cm²) No. of stages 2 Diameters 400 x 350 mm Stroke 260 mm Driven by ELECTRIC MOTOR

No. of small auxiliary air compressors ONE (65 kg/cm²) No. of stages 2 Diameters 106 x 34 mm Stroke 80 mm Driven by STEAM CYLINDER

No. of scavenging air pumps Diameter Stroke Driven by

Diameter of auxiliary Diesel Engine crank shafts as per Rule 167 mm as fitted 170 mm Are the air compressors and their coolers made so as to be easy of access YES

R RECEIVERS:—No of high pressure air receivers 7 Internal diameter 295 mm Cubic capacity of each 50/150 LITRES EACH

Material SOLID DRAWN STEEL Seamless, lap welded or riveted longitudinal joint SEAMLESS Range of tensile strength 28/32 TONS

Thickness 59" working pressure, by Rules 1400 LBS/SQ IN No. of starting air receivers 2 Internal diameter 6'-0 3/8"

Net cubic capacity 1076 CU FT. Material STEEL Seamless, lap welded or riveted longitudinal joint T.R.D.B.S.

Range of tensile strength SHELL 28/32 TONS thickness ENDS 1 1/32" 1 1/32" Working pressure by rules ENDS 360.7 LBS/SQ IN Is each receiver, which can be isolated,

fitted with a safety valve as per Rule ONE ON COMMON PIPE Can the internal surfaces of the receivers be examined YES What means are provided for cleaning their

inner surfaces LOOSE ENDS & MANHOLE DOORS Is there a drain arrangement fitted at the lowest part of each receiver YES

IS A DONKEY BOILER FITTED? YES

If so, is a report now forwarded? YES BELFAST N° 9442

HYDRAULIC TESTS:—

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS	✓	✓	✓	✓	
COVERS	7-9-25 & 8-9-25	15 LBS/SQ	50 LBS/SQ	Amib.	
JACKETS	4-9-25 to 18-9-25	15 LBS/SQ	50 LBS/SQ	Amib.	
PISTON WATER PASSAGES	21-8-25 to 24-8-25	15 LBS/SQ	50 LBS/SQ	Amib. J.E.N.	
MAIN COMPRESSORS—1st STAGE	6-10-25 to 12-10-25	71 LBS/SQ	150 LBS/SQ	Amib.	
2nd	7-10-25 to 14-10-25	220 LBS/SQ	500 LBS/SQ	Amib.	
3rd	6-10-25 to 7-10-25	1000 LBS/SQ	2000 LBS/SQ	Amib.	
AIR RECEIVERS—STARTING	24-9-25	356 LBS/SQ	585 LBS/SQ	W.B.	BELFAST REPORT N° 9436
INJECTION	5-10-25 & 2-11-25	1000 LBS/SQ	2000 LBS/SQ	Amib.	A.V. N° 789/0/1/2/3/4/5.
AIR PIPES ETC. STARTING	24-9-25 to 15-12-25	356 LBS/SQ	712 LBS/SQ	Amib.	
FUEL PIPES FILLING & SECTIONS	10-12-25	✓	30 LBS/SQ	✓	
FUEL PUMPS	✓	✓	✓	✓	
SILENCER	✓	✓	✓	✓	
WATER JACKET	✓	✓	✓	✓	
SEPARATE FUEL TANKS	22-10-25	✓	10 LBS/SQ	Amib.	

PLANS. Are approved plans forwarded herewith for shafting sent with M/S INVERBANK Receivers Y-15
(If not, state date of approval) Approved 18/5/23

Separate Tanks STANDARD.

SPARE GEAR

Supplied as per attached list.

The foregoing is a correct description,

For HARLAND & WOLFF, LTD.

J. C. Green

Manufacturer.

Dates of Survey while building
During progress of work in shops—1925. June 10-12-15-17-18-21-24 Aug. 21-24-31. Sept 1-4-7-8-10-11-14-15-16-17. 18-22-24-25-30.
During erection on board vessel—Oct 5-6-7-8-9-12-13-14-15-16-20-22-23-28-30. Nov 2-4-10. Dec 4-7-10-15-22-29.
Total No. of visits 49.

Dates of Examination of principal parts—Cylinders 17/9/25 Covers 7/8/9/25 Pistons 21-24/8/25 Rods 1/9/25 Connecting rods 18/9/25
Crank shaft 15/9/25 Thrust shaft 22/9/25 Tunnel shafts 30/9/25 Screw shaft 4/9/25 to 7/9/25 Propeller 18/9/25 Stern tube 18/9/25 Engine seatings 10/12/25
Engines holding down bolts 4/7/25 Completion of pumping arrangements 22/2/25 Engines tried under working conditions 29/12/25
Completion of fitting sea connections 28/10/25 Stern tubes 14-20/10/25 Screw shaft and propeller 22/10/25

Material of crank shaft STEEL Identification Mark on Do. N. 683 Material of thrust shaft STEEL Identification Mark on Do. 101
Material of tunnel shafts STEEL Identification Marks on Do. SEE UNDER Material of screw shafts STEEL Identification Marks on Do. 9/3304 9/3355

Is the flash point of the oil to be used over 150° F. YES ✓

Is this machinery duplicate of a previous case YES ✓ If so, state name of vessel M/S INVERBANK

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

TUNNEL SHAFTS:—
PORT
N°1 3490 3405 3384 3427 3465 3488
LLOYDS 22/9/25 22/9/25 22/9/25 22/9/25 22/9/25 22/9/25
N°2 3489 3405 3384 3427 3465 3488
LLOYDS 22/9/25 22/9/25 22/9/25 22/9/25 22/9/25 22/9/25
STAR
N°1 3489 3405 3384 3427 3465 3488
LLOYDS 22/9/25 22/9/25 22/9/25 22/9/25 22/9/25 22/9/25
N°2 3489 3405 3384 3427 3465 3488
LLOYDS 22/9/25 22/9/25 22/9/25 22/9/25 22/9/25 22/9/25

This machinery has been constructed under special survey in accordance with the rules and approved plans. The materials and workmanship are sound and good, it has been fitted on board the vessel in an efficient manner, tried under full power working condition and everything found satisfactory and is in my opinion eligible to be classed with record of L.M.C. 12-25

The amount of Entry Fee ... £ 6 : 0 :
Special ... £ 110 : 16 :
Donkey Boiler Fee ... £ ✓ :
Travelling Expenses (if any) £ ✓ :
When applied for... 8.1.26.
When received... 21.1.26.

A. M. Cruick.
Engineer Surveyor to Lloyd's Register of Shipping.

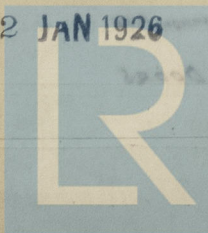
Committee's Minute

GLASGOW 12 JAN 1926

FRI. 22 JAN 1926

Assigned + LMC 12.25

CERTIFICATE WRITTEN
10/2/26



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Foundation