

Date of writing Report 19 8 JUNE 1937 Port of Sunderland.  
 When handed in at Local Office 8 JUNE 1937  
 No. in Survey held at Sunderland. Date, First Survey 18 Feb. Last Survey 4 June 1937.  
 Reg. Book. Number of Visits 47

on the Single Twin Triple Quadruple Screw vessel M. V. "YENANGY AUNG" Tons Gross Net  
 Built at Newcastle By whom built Swan Hunter & Wigham Richardson Ltd Yard No. 1531 When built 1934.  
 Engines made at Sunderland By whom made Wm Beard & Son Ltd Engine No. 198 When made 1934.  
 Donkey Boilers made at By whom made Boiler No. When made  
 Brake Horse Power 2850 Owners Butmah Oil Co Ltd Port belonging to  
 Nom. Horse Power as per Rule 684. Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted  
 Trade for which vessel is intended 2358 Combined 915

**IL ENGINES, &c.** Type of Engines Opposed piston airless injection 2 or 4 stroke cycle 2 Single or double acting Single  
 Maximum pressure in cylinders 540 lb/sq. in. Diameter of cylinders 600 mm. Length of stroke Upper 980 mm. No. of cylinders 4 No. of cranks 4  
 Mean Indicated Pressure 84 lb/sq. in. Lower 1340 mm. (3 throws).  
 Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 940 mm. Is there a bearing between each crank between each 3 throws.  
 Revolutions per minute 94. Flywheel dia. FOR 2050 mm. Weight F. 62 cwt. Means of ignition Compression Kind of fuel used Tempur  
 Crank Shaft, dia. of journals as per Rule 425 mm. Crank pin dia. 450 mm. Crank Webs Mid. length breadth 650 mm. Thickness parallel to axis 255 mm.  
 Flywheel Shaft, diameter as fitted 425 mm. Intermediate Shafts, diameter as per Rule 450 mm. Thrust Shaft, diameter at collars as per Rule 425 mm.  
 Tube Shaft, diameter as fitted 450 mm. Screw Shaft, diameter as per Rule 450 mm. Is the tube screw shaft fitted with a continuous liner

**ronze Liners,** thickness in way of bushes as per Rule Thickness between bushes as per rule 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  
 If so, state type Length of Bearing in Stern Bush next to and supporting propeller

**propeller,** dia. Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet  
**Method of reversing Engines** Hand lever. Is a governor or other arrangement fitted to prevent racing of the engine when detached Yes. Means of lubrication  
**Thickness of cylinder liners** 25 mm. Are the cylinders fitted with safety valves Yes. Are the exhaust pipes and silencers water cooled or 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 ✓  
**ooling Water Pumps,** No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel

**ilge Pumps** worked from the Main Engines, No. None Diameter Stroke Can one be overhauled while the other is at work ✓  
**umps** connected to the Main Bilge Line No. and Size How driven

the cooling water led to the bilges If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping  
**arrangements.** One main engine driven 100 mm. 610 mm.

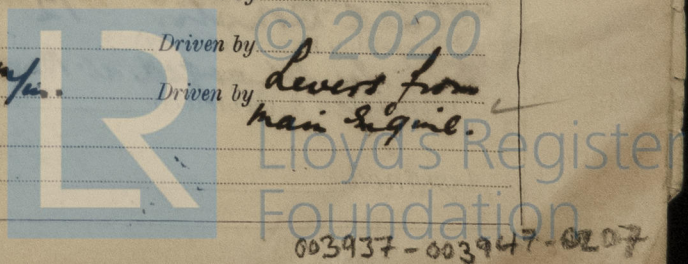
**allast Pumps,** No. and size **Power Driven Lubricating Oil Pumps,** including Spare Pump, No. and size  
 Are two independent means arranged for circulating water through the Oil Cooler **Suctions,** connected to both Main Bilge Pumps and Auxiliary Bilge  
**umps,** No. and size:—In Machinery Spaces In Pump Room

**Holds, &c.** **Independent Power Pump Direct Suctions** to the Engine Room Bilges, No. and size  
 Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Are the Bilge Suctions in the Machinery Spaces  
 fitted from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

Are all **Sea Connections** fitted direct on the skin of the ship Are they fitted with Valves or Cocks  
 Are they fixed 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 they each 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  
 What pipes pass through the bunkers How are they protected  
 What pipes pass through the deep tanks 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  
 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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from  
 Is a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

**ain Air Compressors,** No. No. of stages Diameters Stroke Driven by  
**uxiliary Air Compressors,** No. No. of stages Diameters Stroke Driven by  
**Small Auxiliary Air Compressors,** No. No. of stages Diameters Stroke Driven by  
**avenging Air Pumps,** No. one. Diameter 1960 mm. Stroke 610 mm. Driven by Levers from main engine.  
**uxiliary Engines** crank shafts, diameter as per Rule No. Position





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.

Cubic capacity of each

Internal diameter

thickness

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure by Rules

Actual

Starting Air Receivers, No.

Total cubic capacity

Internal diameter

thickness

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure by Rules

Actual

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting

(If not, state date of approval)

Receivers

Separate Fuel Tanks

Donkey Boilers

General Pumping Arrangements

Pumping Arrangements in Machinery Space

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

One Cylinder liner & Jacket Complete, one Starting air non-return valve Complete, One Cyl. relief valve Complete, 4 Scavenge pump Suct. & del. Valve discs (halves), two fuel pump bodies Complete with Suct. & del. Valves, one intermediate Crosshead with Str. & nuts, one bell crank lever & suct. tappet for fuel pump, four fuel valves Complete, 1 piston head, 1 roller Chain for Camshaft drive.

The foregoing is a correct description of the machinery, Limited.

Ramsay & Co. Ltd.

Manufacturer.

Dates of Survey while building

During progress of work in shops--

During erection on board vessel--

Total No. of visits

Dates of Examination of principal parts

Cylinders

Covers

Pistons

Rods

Connecting rods

Tube shaft

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.

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with

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

If so, state name of vessel

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

This machinery has been built under Special Survey in accordance with the Rules of the Society & the Secretary's letter E 25/4/34.

The materials & workmanship are good.

The engine has been tried under full load conditions on the test bed with satisfactory results & has been despatched to Messrs. Swan Hunter & Wigham Richardson Ltd. of Wallsend-on-Tyne for installation on board the vessel, after which it will be reliable in my opinion & have notation of LMC (with date) oil & in the Register Book.

This engine has been satisfactorily fitted on board and tried under working conditions

The amount of Entry Fee

4/5 Special

Donkey Boiler Fee

helded Const.

Travelling Expenses (if any)

Committee's Minute

Assigned

When applied for

8 JUNE 1937

When received

21.7.37

Engineer Surveyor to Lloyd's Register of Shipping.

D. H. Fraser.

A. Watt

Newcastle

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