

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No 12411

Received at London Office 22 JAN 1943

Date of writing Report

19

When handed in at Local Office

20. 1.

1943 Port of

Belfast

No. in Survey held at
Reg. Book.

Belfast.

Date, First Survey

13th Sept. 1940

Last Survey

31st Dec 1942

Number of Visits

145

on the ~~Single~~
~~Triple~~
~~Quadruple~~

Screw vessel

MY. "SAH VERONICO"

Tons
Gross
Net

Built at

Belfast.

By whom built

Harland & Wolff Ltd

Yard No. 1090 When built 1942

Engines made at

Belfast.

By whom made

Harland & Wolff Ltd

Engine No. 1090 When made 1942

Donkey Boilers made at

Belfast.

By whom made

Harland & Wolff Ltd

Boiler No. 1090 When made 1942

Brake Horse Power 3600

Owners

Eagle Oil and Shipping Co.

Port belonging to London.

Nom. Horse Power as per Rule 502.

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

yes.

Trade for which vessel is intended

Ocean going.

OIL ENGINES, &c.—Type of Engines Heavy oil Under piston Supercharge 2 or 4 stroke cycle 4 Single or double acting Single

Maximum pressure in cylinders

700 lbs/sq

Diameter of cylinders

650 7/8

Length of stroke

1400 7/8

No. of cylinders

8

No. of cranks

8.

Mean Indicated Pressure

128 lbs/sq

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge

84 1/4 7/8

Is there a bearing between each crank

yes.

Revolutions per minute

120

Flywheel dia.

2218.5 7/8

Weight

2150 Kg.

Means of ignition Compression

Kind of fuel used Diesel oil

Crank Shaft,

Solid forged

dia. of journals

as per Rule as approved

Crank pin dia.

460 7/8

Crank Webs

Mid. length breadth 800 7/8

Mid. length thickness

267 7/8

Thrust parallel to axis

Thrust around eye hole

Flywheel Shaft, diameter

as per Rule

as fitted

Intermediate Shafts, diameter

as per Rule

as fitted

Thrust Shaft, diameter at collars

as per Rule

as fitted

18 1/8

Tube Shaft, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

Is the

screw

shaft fitted with a continuous liner

yes.

Bronze Liners, thickness in way of bushes

as per Rule

as fitted

7/8

Thickness between bushes

as per Rule

as fitted

11/16

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

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

yes.

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

shaft

no

If so, state type

yes.

Length of Bearing in Stern Bush next to and supporting propeller

5'-0"

Propeller, dia.

15'-6"

Pitch

12'-0"

No. of blades

4

Material Bronze

whether Moveable fixed

Total Developed Surface

75

sq. feet

Method of reversing Engines Air

Is a governor or other arrangement fitted to prevent racing of the engine when declutched

yes

Means of lubrication

Forad.

Thickness of cylinder liners

48 7/8

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

Cooling Water Pumps, No. 2 ENG DRIVEN (SW.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. 2

Diameter

4"

Stroke

Rotary

Can one be overhauled while the other is at work

yes

Pumps connected to the Main Bilge Line

No. and Size

2 @ 4" DIA

How driven

Eng driven

Eng driven

Independent

Independent

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

GENERAL SERVICE

Ballast Pumps, No. and size

1. 100 lbs/hr

Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size

1 ENG DRIVEN 40 lbs/hr

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

3 @ 3 1/2"

In Holds, &c.

2 @ 2 1/2"

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

2 @ 6"

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

yes.

Are the Bilge Suctions in the Machinery Spaces

led 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

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

below

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

What pipes pass through the bunkers

none

How are they protected

yes

What pipes pass through the deep tanks

none

Have they been tested as per Rule

yes

Are 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

yes

Is it fitted with a watertight door

yes

worked from

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

Main Air Compressors, No.

STARTING

No. of stages

2

Diameters

280/245 7/8

Stroke

130 7/8

Driven by

Steam engine

Auxiliary Air Compressors, No.

2

No. of stages

2

Diameters

280/245 7/8

Stroke

130 7/8

Driven by

Steam engine

Small Auxiliary Air Compressors, No.

2

No. of stages

2

Diameters

280/245 7/8

Stroke

130 7/8

Driven by

Steam engine

What provision is made for first Charging the Air Receivers

Steam driven Air Compressors, as above.

Scavenging Air Pumps, No.

1

Diameter

25 KW.

Stroke

5

Driven by

Steam engine

5

Driven by

Steam engine

5

Driven by

Steam engine

Auxiliary Engines crank shafts, diameter

as per Rule

as fitted

1 RUSKIN HORNBY 25 KW.

1 SUNDERLAND FORGE

Steam driven

Steam driven

Steam driven

Steam driven

Steam driven

Steam driven

Steam driven

Steam driven

Steam driven

Steam driven

Steam driven

Steam driven

Have the Auxiliary Engines been constructed under special survey

yes.

Is a report sent herewith

Certificate

Certificate

Certificate

Certificate

003941-003949-0221

Foundation

AIR RECEIVERS:—Have they been made under survey

Is each receiver, which can be isolated, fitted with a ~~fusible~~ ^{FUSIBLE PLUG} as per Rule

Can the internal surfaces of the receivers be examined and cleaned

Injection 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?

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

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting

(If not, state date of approval)

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

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

Dates of Examination of principal parts--Cylinders

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

Identification Mark

Thrust shaft, Material

Identification Mark

Identification Marks

Tube shaft, Material

Identification Mark

Screw shaft, Material

Identification Mark

Identification Marks on Air Receivers

NO 221.
LLOYDS TEST 556/65A
W.P. 356/65A
17.3.42 R.

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

Description of fire extinguishing apparatus fitted

Steam and chemical extinguishers

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 constructed under Special Survey in accordance with the Society's Rules and the approved plans.

The materials and workmanship are good.

The machinery has been efficiently installed on board the vessel and tried under full working conditions during trials with satisfactory results, and is eligible in our opinion to have notation in the Register Book of +LMC 12.42. 1DB 180/650

T.S. CL. Oil Engine

The amount of Entry Fee

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Committee's Minute

Assigned

FRI. 5 FEB 1943

+ Lmb 12.42

DB-180

Oil Eng. Cd.

L. Shaw. R. Lee. James.
Engineer Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register
Foundation