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Rpt. 46 RECEIVED

27 JUL 1949

REPORT ON OIL ENGINE MACHINERY.

No 5955^A

Received at London Office

Date of writing Report

IN D.O.

When handed in at Local Office

Port of

HALIFAX N.S.

No. in Survey held at
Reg. Book.

Liverpool N.S.

Date, First Survey

Last Survey

19

Number of Visits

Single
Triple
Quadruple

Screw vessel

TANKER "SEEKONK"

Tons Gross 1139
Net 579

Built at Bayonne N.J.

By whom built

East Coast Shipyards Inc.

Yard No.

When built

1944

Engines made at

By whom made

Fairbanks - Morse & Co.

Engine No.

When made

1944

Donkey Boilers made at

By whom made

Clarkson (Vapor donkey)

Boiler No.

When made

Brake Horse Power

Owners

Newfoundland Tankers Ltd

Port belonging to

St John's N.H.

Nom. Horse Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Yes

Trade for which vessel is intended

Coasting

ENGINES, &c.—Type of Engines

2 or 4 stroke cycle

Single or double acting

num pressure in cylinders

Diameter of cylinders

16"

Length of stroke

20"

No. of cylinders

No. of cranks

Indicated Pressure

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

Is there a bearing between each crank

Revolutions per minute

Flywheel dia.

Weight

Means of ignition

Kind of fuel used

Material of Crankshaft
Solid forged
Semi built
All built

dia. of journals

as per Rule
as fitted

Crank pin dia.

Crank Webs

Mid. length breadth
Mid. length thickness

shrunk

Thickness parallel to axis
Thickness around eye-hole

Propeller Shaft, diameter

as per Rule
as fitted

Intermediate Shafts, diameter

as per Rule
fitted

Thrust Shaft, diameter at collars

as per Rule
as fitted

Shaft, diameter

as per Rule
as fitted

Screw Shaft, diameter

as per Rule
as fitted

Is the tube screw shaft fitted with a continuous liner

Cylinder Liners, thickness in way of bushes

as per Rule
as fitted

Thickness between bushes

as per Rule
as fitted

Is the after end of the liner made watertight in the

stern 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 the 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

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

insulating material

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

Sea Water Pumps, No.

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Pumps worked from the Main Engines, No.

Diameter

Stroke

Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line

No. and Size
How driven

If 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

Power Driven Pumps, No. and size

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

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 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

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

Do the pipes pass through the bunkers

How are they protected

Do the 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

If the vessel is 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.

No. of stages

Diameters

Stroke

Driven by

Auxiliary Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

Small Auxiliary Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

What provision is made for first Charging the Air Receiver's

Scavenging Air Pumps, No.

Diameter

Stroke

Driven by

Auxiliary Engines crank shafts, diameter

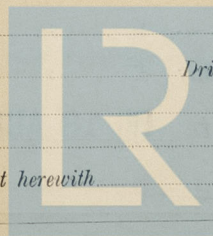
as per Rule
as fitted

No.

Position

Have the Auxiliary Engines been constructed under special survey

Is a report sent herewith



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