

## REPORT ON OIL ENGINE MACHINERY.

No. 3301

14 AUG 1930

Received at London Office

Port 8 Aug 1930 When handed in at Local Office

Port of Stockholm

held at Sockla, Stockholm.

Date, First Survey 28 July 1929

Last Survey 31 July 1930

Number of Visits 6

Single  
Twin  
Triple  
Screw vessel

M.V. "ASHMORE"

Tons { Gross 5817  
Net 3449

Wellington Quay

By whom built Sir W.G. Armstrong Whitworth &amp; Co. Ltd. Yard No. 1069 When built 1931

By whom made Aktief. Atlas Diesel Engine No. 80302 When made 1930

By whom made Boiler No. When made

Owners Sir W.G. Armstrong Whitworth &amp; Co. Ltd. Port belonging to Newcastle on Tyne

Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

vessel is intended

ES, &amp;c.—Type of Engines Stationary Diesel Oil Engine (Type 2425) 2 or 4 stroke cycle Single or double acting

No. of cylinders 35 Diameter of cylinders 250 mm Length of stroke 350 mm No. of cylinders 2 No. of cranks 2

Adjacent to the Crank, measured from inner edge to inner edge 838 mm Is there a bearing between each crank no

Flywheel dia. 1200 mm Weight 730 kg Means of ignition Compression Kind of fuel used Crude Oil

Crank pin dia. 164 mm Crank Webs Mid. length breadth 430 mm Thickness parallel to axis

Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule

Screw Shaft, diameter as per Rule Is the tube screw shaft fitted with a continuous liner

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

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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

ed, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after

Length of Bearing in Stern Bush next to and supporting propeller

Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet

ng Engines Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication

ness of cylinder liners more fitted Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with

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

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

Can one be overhauled while the other is at work

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

Means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

In Machinery Spaces

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

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

ble mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

ions fitted direct on the skin of the ship Are they fitted with Valves or Cocks

y 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

a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate

h the bunkers How are they protected

h the deep tanks Have they been tested as per Rule

alves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

alves 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

Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

ors, None fitted No. of stages Diameters Stroke Driven by

ressors, No. No. of stages Diameters Stroke Driven by

Compressors, No. No. of stages Diameters Stroke Driven by

ps, No. Diameter Stroke Driven by

ank shafts, diameter as per Rule as fitted

RS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule yes

s of the receivers be examined yes What means are provided for cleaning their inner surfaces mudhole 120 mm

ement fitted at the lowest part of each receiver yes

receivers, None fitted solid injection Cubic capacity of each Internal diameter thickness

riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

rs, No. 1 Total cubic capacity 72 litres Internal diameter 240 mm thickness 15.5 mm

riveted longitudinal joint lapwelded Material S.M. Steel Range of tensile strength 38 kg as a min. Working pressure by Rules 7/16



# IS A DONKEY BOILER FITTED?

PLANS. Are approved plans forwarded herewith for Shafting *See Secretary's letter E 11.5.25*  
(If not, state date of approval)

If so, is a report now forwarded?

Receivers *E 17.7.23* Separate Tanks

Donkey Boilers General Pumping Arrangements Oil Fuel Burning Arrangements

SPARE GEAR *as per list approved on the 20th Sept. 1927. will be inspected when being fitted in ship.*

*This Engine has been fitted on board the M.V. ASHMORE  
Messrs Sir W. G. Armstrong Whitworth & Co vessel No 1069.*

*L. J. Skett*

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops -- *28 1 29 28 10, 17 & 31 / 7 30.*  
During erection on board vessel --  
Total No. of visits *in shop 6.*

Dates of Examination of principal parts—Cylinders *with* Covers *10 & 17 / 7 30* Pistons *17 / 7 30* Rods  
Crank shaft *5 10 & 17 / 7 30* Flywheel shaft Thrust shaft Intermediate shafts

Screw shaft Propeller Stern tube Engine seatings Engines holding

Completion of fitting sea connections Completion of pumping arrangements Engines tried under working con

Crank shaft, Material *S. M. Steel* Identification Mark *LLOYD'S No 5926 A.I. 12.7.30* Flywheel shaft, Material Identification

Thrust shaft, Material Identification Mark Intermediate shafts, Material Identification

Tube shaft, Material Identification Mark Screw shaft, Material Identification

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

Is this machinery duplicate of a previous case *yes* If so, state name of vessel *see Am. report no.*

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

*I am of opinion that this engine is of superior material and workmanship, been designed and constructed under special survey. I have respectfully approved as auxiliary to a classed main engine.*

The amount of Entry Fee ... £ :  
Special survey in ship *£ 218 : 40* : When applied for, *8. 19. 30*  
Donkey Boiler Fee ... £ :  
Travelling Expenses (if any) *£ 28 : 00* : When received, *30. 9. 10. 30*

Committee's Minute *TUE. 19 APR 1932*

Assigned

*See F. E. Rep.*

*Acting Engineer Surveyor to Lloyd's Register*



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