

Newcastle-on-Tyne No 88385

15 APR 1932

REPORT ON OIL ENGINE MACHINERY.

No. 3302

14 AUG 1930

8 Aug. 1930 When handed in at Local Office

Port of *Skm.*

Date, First Survey 28 July 1929

Last Survey 31 July 1930

Number of Visits 6

Screw vessel

M.V. "ASHMORE"

Tons { Gross 5817
Net 3449

ASHMORE
Hackholm

By whom built *Si. W.G. Armstrong Whitworth & Co. Ltd.* Yard No. *1069* When built *1931*

By whom made *Alfred. Atlas Diesel*

Engine No. *80304* When made

By whom made

Boiler No. When made

Owners *Sir W.G. Armstrong Whitworth & Co. Ltd.*

Port belonging to *Newcastle on Tyne*

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Sec. — Type of Engines *Stationary Diesel Oil Engine (Type 2425)* 2 or 4 stroke cycle Single or double acting

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

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

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

as per Rule *169 mm* Crank pin dia. *164 mm* Crank Webs Mid. length breadth *430 mm* Kind of fuel used *Crude Oil*

as fitted *170* Crank pin dia. *164 mm* Crank Webs Mid. length thickness *98* Kind of fuel used *Crude Oil*

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

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

fitted *Thickness between bushes* as per rule *Is the after end of the liner made watertight in the*

in way of bushes *as fitted* *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

at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive

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

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

of cylinder liners *none fitted* Are the cylinders fitted with safety valves *yes* Are the exhaust pipes and silencers water cooled or lagged with

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

identification No. *1* Is the sea suction provided with an efficient strainer which can be cleared within the vessel

identification in the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

identification Main Bilge Line { No. and Size How driven

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

arranged for circulating water through the Oil Cooler

Machinery Spaces Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

ship, *ump Direct Suctions to the Engine Room Bilges, No. and size*

for *Are the Bilge Suctions in the Machinery Spaces*

Are they fitted with Valves or Cocks

Are the Overboard Discharges above or below the deep water line

Are the Blow Off Cocks fitted with a spigot and brass covering plate

How are they protected

Have they been tested as per Rule

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

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*

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

None fitted No. of stages Diameters Stroke Driven by

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

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

No. Diameter Stroke Driven by

shafts, diameter as per Rule *as fitted*

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

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

nt fitted at the lowest part of each receiver *yes*

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

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

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

ed longitudinal joint *lap welded* Material *S.N. Steel* Range of tensile strength *38 kg/mm²* Working pressure by Rules *7/1 cm²*

IS A DONKEY BOILER FITTED?

PLANS. Are approved plans forwarded herewith for Shafting *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
is being fitted in ship.

This Engine has been fitted on board the M.V. "Ashmore"
Messrs Sir W. G. Armstrong Whitworth & Co vessel 1069.

L. J. J. J.

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building	During progress of work in shops--	<i>27 1 28 15, 17 & 31/7-30</i>	
	During erection on board vessel--		
	Total No. of visits	<i>in shop 6.</i>	
Dates of Examination of principal parts—Cylinders <i>with</i> Covers <i>15 1/4 30</i> Pistons <i>1 1/2 30</i> Rods			
Crank shaft	<i>28 15 1/2 30</i>	Flywheel shaft	Thrust shaft
Screw shaft	Propeller	Stern tube	Engine seatings
Completion of fitting sea connections		Completion of pumping arrangements	
Crank shaft, Material	<i>S.M. Steel</i>	Identification Mark	<i>LLOYD'S N: 5924 AI. 17.7.30 A</i>
Thrust shaft, Material		Identification Mark	
Tube shaft, Material		Identification Mark	
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 B.M. report no. 3*

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

I am of opinion that this engine is of superior material and workmanship has been designed and constructed under Special Survey. I have respectfully be approved as auxiliary to a classed main engine.

Certificate (if required) to be sent to
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

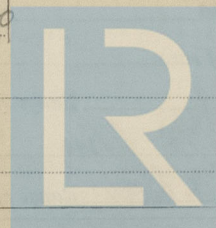
The amount of Entry Fee ... £	:	When applied for,
Special Survey in ship <i>218: 40</i>	:	<i>8. 19. 30</i>
Donkey Boiler Fee ... £	:	When received,
Travelling Expenses (if any) <i>28: 00</i>	:	<i>30. 9. 30</i>

Committee's Minute *246: 40*
TUE. 19 APR 1932

Assigned

See J. G. Rpt

K. J. J.
Acting Engineer Surveyor to Lloyd's



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