

REPORT ON OIL ENGINE MACHINERY.

No. 113082

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 in Survey held at Greenwich Date, First Survey 11 May 1944 Last Survey 21 August 1945
 Book. Number of Visits 33

Single or Triple or Quadruple Screw vessel. **ACTUALITY**
 Name of vessel **Gaule** By whom built **Gaule S.B. & Rep. Co. Ltd.** Yard No. **426** When built **1945**
 Where made at **Greenwich** By whom made **Greenwich Diesel Co. Ltd.** Engine No. **806** When made **1945**
 Make of Boilers made at **Greenwich** By whom made **Greenwich Diesel Co. Ltd.** Boiler No. **1** When made **1945**
 Indicated Horse Power **600** Owners **J. T. Curran & Sons Ltd.** Port belonging to **London**
 Indicated Horse Power as per Rule **168** Is Refrigerating Machinery fitted for cargo purposes **no** Is Electric Light fitted **yes**
 Use for which vessel is intended **no**

ENGINES, &c. — Type of Engines **Comp. Ignition Diesel** 2 or 4 stroke cycle **Single or double acting**
 Maximum pressure in cylinders **400 lb/sq. in.** Diameter of cylinders **320 mm** Length of stroke **426 mm** No. of cylinders **6** No. of cranks **6**
 Indicated Pressure **80** Weight **500 lb** Means of ignition **Comp. Ign.** Kind of fuel used **Shell oil**
 No. of bearings, adjacent to the crank, measured from inner edge to inner edge **452 mm** Is there a bearing between each crank **yes**
 Revolutions per minute **300** Flywheel dia. **900 mm** Crank pin dia. **195 mm** Crank webs **260 mm** Thickness parallel to axis **106 mm**
 Shaft, diameter as per Rule **195 mm** Intermediate Shafts, diameter as per Rule **195 mm** Thrust Shaft, diameter at collars as per Rule **195 mm**
 Is the tube shaft fitted with a continuous liner **yes**
 Liners, thickness in way of bushes as per Rule **32 mm** Thickness between bushes as per Rule **32 mm** 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 **yes**
 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-
 osive **yes** 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
 of tube shaft **yes** If so, state type **Oil Gland** Length of bearing in Stern Bush next to and supporting propeller **120 mm**
 Propeller, dia. **320 mm** Pitch **12** No. of blades **4** Material **Steel** whether moveable **yes** Total developed surface **1.5** sq. feet
 Method of reversing Engines **Direct Air** Is a governor or other arrangement fitted to prevent racing of the engine when declutched **yes** Means of
 location **Yes** Thickness of cylinder liners **32 mm** Are the cylinders fitted with safety valves **yes** Are the exhaust pipes and silencers water cooled
 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
 to the engine **yes** Cooling Water Pumps, No. **One** Is the sea suction provided with an efficient strainer which can be cleared within the vessel **yes**
 Pumps worked from the Main Engines, No. **Two** Diameter **110 mm** Stroke **120 mm** Can one be overhauled while the other is at work **yes**
 Pumps connected to the Main Bilge Line No. and size **954 Pump (40 lins per hour)** How driven **Auxiliary Engines**
 Is 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
 arrangements **yes**
 Main Pumps, No. and size **954 Pump (40 lins per hour)** Power Driven Lubricating Oil Pumps, including spare pump, No. and size **Two Gem type 8.45 lins per hour**
 Are there two independent means arranged for circulating water through the Oil Cooler **yes** Suctions, connected to both main bilge pumps and auxiliary
 pumps, No. and size:—In machinery spaces **yes** In pump room **yes**
 Are there independent Power Pump Direct Suctions to the engine room bilges, No. and size **yes**
 Are all the bilge suction pipes in holds and tunnel well fitted with strum-boxes **yes** Are the bilge suction pipes 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 **yes** 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 **yes**
 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**
 Are the pipes pass through the bunkers **yes** How are they protected **yes**
 Are the pipes pass through the deep tanks **yes** 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 **yes**
 Are good vessels, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork **yes**
 Air Compressors, No. **One** No. of stages **One** diameters **110 mm** stroke **110 mm** driven by **M. Eng.**
 Auxiliary Air Compressors, No. **One** No. of stages **Two** diameters **120 mm 52 mm** stroke **102 mm** driven by **Auxiliary Engines**
 Is provision made for first charging the air receivers **yes** Hand starting aux. Engines **yes**
 Charging Air Pumps, No. **One** diameter **640 mm (D.A.)** stroke **426 mm** driven by **M. Eng.**
 Auxiliary Engines crank shafts, diameter as per Rule **85 mm** No. **Two** Position **yes**
 Have the auxiliary engines been constructed under special survey **yes** Is a report sent herewith **yes**

2010-00406-0102

AIR RECEIVERS:—Have they been made under survey Yes. State No. of report or certificate Submitted to
Is each receiver, which can be isolated, fitted with a safety valve as per Rule. Yes.
Can the internal surfaces of the receivers be examined and cleaned. Yes. Is a drain fitted at the lowest part of each receiver. Yes.
Injection Air Receivers, No. 1 Cubic capacity of each. 100 Internal diameter. 10 thickness. 1/2
Seamless, lap welded or riveted longitudinal joint. Yes. Material. Steel Range of tensile strength. 30 Working pressure. 100
Starting Air Receivers, No. 1 Total cubic capacity. 100 Internal diameter. 10 thickness. 1/2
Seamless, lap welded or riveted longitudinal joint. Yes. Material. Steel Range of tensile strength. 30 Working pressure. 100
IS A DONKEY BOILER FITTED Yes. If so, is a report now forwarded. Yes.
Is the donkey boiler intended to be used for domestic purposes only. Yes.
PLANS. Are approved plans forwarded herewith for shafting. Yes. Receivers. 1 Separate fuel tanks. 1
Donkey boilers. 1 General pumping arrangements. 1 Pumping arrangements in machinery space. 1
Oil fuel burning arrangements. 1

SPARE GEAR.

Has the spare gear required by the Rules been supplied. Yes.

State the principal additional spare gear supplied. Please see attached list.

For & on behalf of

THE NEWBURY DIESEL CO. LTD.

Manufacturer.

SECRETARY

The foregoing is a correct description,

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

Screw shaft

Completion of fitting sea connections

Crank shaft, material

Thrust shaft, material

Tube shaft, material

Identification marks on air receivers

Sept. 19, Oct. 31.

Sept. 25, June 21.

Propeller

Completion of pumping arrangements

Identification mark

Identification mark

Identification mark

Identification mark

Identification mark

Sept. 19, June 21.

Sept. 19, June 21.

Thrust shaft

Engine seatings

Identification mark

Identification mark

Identification mark

Identification mark

Identification mark

Sept. 19, June 21.

Sept. 19, June 21.

Intermediate shafts

Engines tried under working conditions

Identification mark

Identification mark

Identification mark

Identification mark

Identification mark

Sept. 19, June 21.

Sept. 19, June 21.

Engine holding down bolts

Engines tried under working conditions

Identification mark

Identification mark

Identification mark

Identification mark

Identification mark

Sept. 19, June 21.

Sept. 19, June 21.

Tube shaft

Engines tried under working conditions

Identification mark

Identification mark

Identification mark

Identification mark

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.

Description of fire extinguishing apparatus fitted.

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.)

The above engine has been built to approved plans from materials made at works approved by the Committee. The workmanship throughout is considered satisfactory. The engine is in my opinion eligible to have notation of + R.H.C. with date when installed in the vessel. Attested to the Surveyors satisfaction.

Above main engine installed in ACTUALITY by Gool Ship Building & Repairing Co., tried under working conditions and found satisfactory to Shields Rule.

The amount of Entry Fee

Special

Donkey Boiler Fee

Travelling Expenses (if any)

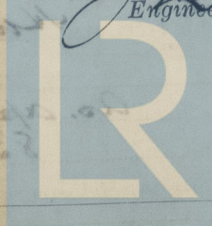
(Committee's Minute)

Assigned

When applied for

When received

Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation