

Aux
REPORT ON OIL ENGINE MACHINERY.No 14421.
JUN 28 1940

Date of writing Report 19 When handed in at Local Office 19

Port of Bristol.

No. in Survey held at Dursley.
Reg. Book.

Date, First Survey

Last Survey

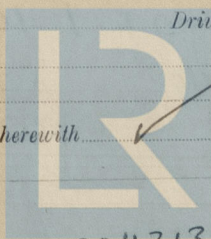
19

Number of Visits

Single
on the Twin
Triple
Quadruple } Screw vesselTons } Gross
Net

Built at Dursley. By whom built R.A. Rister Ltd. Yard No. 60/4467 When built
Engines made at Dursley. By whom made R.A. Rister Ltd. Engine No. When made 1940.
Donkey Boilers made at By whom made Boiler No. When made
Brake Horse Power 40. Owners Port belonging to
Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
Trade for which vessel is intended

OIL ENGINES, &c.—Type of Engines 4 J.P. 2 or 4 stroke cycle 4 Single or double acting single
Maximum pressure in cylinders 750 lbs. Diameter of cylinders 4 1/2" Length of stroke 5 1/2" No. of cylinders 4 No. of cranks 4
Mean Indicated Pressure 103 lbs.
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 14 5/16" Is there a bearing between each crank no.
Revolutions per minute 1200 Flywheel dia 23" x 6" face Weight 415 lbs. Means of ignition Compression Kind of fuel used Light distillate oil.
Crank Shaft, { Solid forged as per Rule 3" Crank pin dia. 3" Crank Webs Mid. length breadth 4 1/4" Mid. length thickness 1 7/8" shrunk Thickness parallel to axis
{ Semi built dia. of journals as fitted 3" Thickness around eyehole
{ All built
Flywheel Shaft, diameter as per Rule 3" Intermediate Shafts, diameter as per Rule fitted Thrust Shaft, diameter at collars as per Rule
as fitted Tube Shaft, diameter as per Rule fitted Screw Shaft, diameter as per Rule fitted Is the { tube { shaft fitted with a continuous liner {
as fitted { screw {
Bronze Liners, thickness in way of bushes as per Rule fitted Thickness between bushes as per Rule fitted Is the after end of the liner made watertight in the
propeller 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 two 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
shaft 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 yes Means of lubrication
forced. Thickness of cylinder liners 5/16" Are the cylinders fitted with safety valves no. Are the exhaust pipes and silencers water cooled or lagged with
non-conducting material 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. One plunger type Is the sea suction provided with an efficient strainer which can be cleared within the vessel
Bilge 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
Is the 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
Ballast Pumps, No. and size Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size
Are 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
In 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
ed 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
What pipes pass through the bunkers How are they protected
What 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 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
Is provision made for first Charging the Air Receivers
Cavenging 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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004213-004221-0161

AIR RECEIVERS: — Have they been made under survey

State No. of Report or Certificate

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

Is a drain fitted at the lowest part of each receiver

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?

If so, is a report now forwarded?

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

PLANS. Are approved plans forwarded herewith for Shafting

No. 20/5/35

Receivers

Separate Fuel Tanks

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.

P. P. R. A. LISTED (MARINE SALES) LTD.

Manufacturer.

Dates of Survey while building During progress of work in shops - - 14-5-40 5-6-40
During erection on board vessel - -
Total No. of visits

Dates of Examination of principal parts—Cylinders 14-5-40 Covers Pistons 14-5-40 Rods Connecting rods 14-5-40
Crank shaft 14-5-40 Flywheel shaft 14-5-40 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 Steel Identification Mark Lloyds S 36 Flywheel shaft, Material as crank shaft Identification Mark
Thrust shaft, Material Identification Mark Intermediate shafts, Material Identification Marks
Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark
Identification Marks on Air Receivers

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.)

This auxiliary oil engine has been built under special survey and in accordance with the approved plan. All parts were examined in a finished machine condition before assembly. Water jacket & cylinder heads tested with hydraulic pressure & proved tight. The materials and workmanship have been found good. After assembly the engine was examined on test bed during an eight hours continuous run under full load conditions, driving a Generator serial No 155945, 220 Volts, 113.5 Amperes & found satisfactory. A governor test was carried out & found steady. For identification purposes the Engine has been stamped Lloyds S 14-5-40. This Engine has been built to the order of The Goole Shipbuilding Co.

The amount of Entry Fee .. £ 3 : 3 :
Special £ : :
Donkey Boiler Fee £ : :
Travelling Expenses (if any) £ 1 : 10 :
When applied for, 21-6-40
When received, 7-8-40

J. Brooke Smith

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned



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