

## REPORT ON OIL ENGINE MACHINERY.

No. 339

17 MAY 1925

Date of writing Report

9/4/25

When handed in at Local Office

19

Port of

Received at London Office

No. in  
Reg. Book.

Survey held at

Goledo Ohio.

Date, First Survey

16/3/25

Last Survey

14/6/1925

Number of Visits

on the { Single  
Twin  
Triple Screw vessels

"GULFCREST"

Tons { Gross  
Net8952  
5578

Master

Built at

By whom built

Yard No.

When built

Engines made at

Goledo, Ohio.

By whom made

Rathbun Jones Eng. Co.

Engine No.

When made

Donkey Boilers made at

By whom made

Boiler No.

When made

Brake Horse Power

110 (each)

Owners

New York Shipbuilding Co.

Port belonging to

Baltimore, Md.

Nom. Horse Power as per Rule

35 (each)

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

## II ENGINES, &amp;c.—Type of Engines

(Two sets)

Price Rathbun Solid Inj.

2 or 4 stroke cycle

4 Single or double acting S.

Maximum pressure in cylinders

550 lbs.

No. of cylinders

3.

No. of cranks

3.

Diameter of cylinders

11"

Length of stroke

15"

Revolutions per minute

315

Means of ignition

Solid injection

Kind of fuel used

Diesel oil

Is there a bearing between each crank

Yes

Span of bearings (Page 92, Section 2, par. 7 of Rules)

13"

Distance between centres of main bearings

21½"

Is a flywheel fitted

Yes.

Diameter of crank shaft journals

as per Rule 5.584"

Diameter of crank pins

57/8"

Breadth of crank webs

as per Rule 4.426"

Thickness of ditto

as per Rule 3.124"

Diameter of flywheel shaft

as per Rule

Diameter of tunnel shaft

as per Rule

Diameter of thrust shaft

as per Rule

Diameter of screw shaft

as per Rule

Is the screw shaft fitted with a continuous liner the whole length of the stern tube

Is the after end of the liner made watertight in the propeller boss

If the liner is in more than one length are the joints burned

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

If without liners, is the shaft arranged to run in oil

Type of outer gland fitted to stern tube

Length of stern bush

Diameter of propeller

Pitch of propeller

No. of blades

state whether moveable

Total surface

square feet

Method of reversing

Is a governor or other arrangement fitted to prevent racing of the engine when declutched

Thickness of cylinder liners

Are the cylinders fitted with safety valves

No.

Means of lubrication

Forced feed.

Are the exhaust pipes and silencers water cooled or 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 back to the engine

No. of cooling water pumps

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

within the vessel

No. of bilge pumps fitted to the main engines

Diameter of ditto

Stroke

Can one be overhauled while the other is at work

No. of auxiliary pumps connected to the main bilge lines

How driven

Sizes of pumps

No. and sizes of suctions connected to both main bilge pumps and auxiliary bilge pumps:—In engine room

and in holds, etc.

No. of ballast pumps

How driven

Sizes of pumps

Is the ballast pump fitted with a direct suction from the engine room bilges

State size

Is a separate auxiliary pump suction fitted in

Engine Room and size

Are all the bilge suction pipes fitted with roses

Are the roses in Engine Room always accessible

Are the sluices on Engine Room bulkheads always accessible

Are all connections with the sea direct on the skin of the ship

Are they valves or cocks.

Are they fixed sufficiently high on the ship's side to be seen without lifting the floor plates

Are the discharge pipes above or below the deep water line

Are they each fitted with a discharge valve always accessible on the plating of the vessel

Are all pipes, cocks, valves and pumps in connection with the machinery accessible at all times

Are the bilge suction pipes, cocks and valves arranged so as to prevent any

communication between the sea and the bilges

Is the screw shaft tunnel watertight

Is it fitted with a watertight door

If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

No. of main air compressors

No. of stages

Diameters

Stroke

Driven by

No. of auxiliary air compressors

No. of stages

Diameters

Stroke

Driven by

No. of small auxiliary air compressors

No. of stages

Diameters

Stroke

Driven by

No. of scavenging air pumps

Diameter

Stroke

Driven by

Diameter of auxiliary Diesel Engine crank shafts

as per Rule

Are the air compressors and their coolers made so as to be easy of access

as fitted

## III RECEIVERS:—No. of high pressure air receivers

Internal diameter

Cubic capacity of each

Material

Seamless, lap welded or riveted longitudinal joint

Range of tensile strength

Thickness

Working pressure by Rules

No. of starting air receivers

Internal diameter

Total cubic capacity

Material

Seamless, lap welded or riveted longitudinal joint

Range of tensile strength

Thickness

Working pressure by rules

Is each receiver, which can be isolated,

Fitted with a safety valve as per Rule

Can the internal surfaces of the receivers be examined

What means are provided for cleaning their

Inner surfaces

Is there a drain arrangement fitted at the lowest part of each receiver

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## IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

## HYDRAULIC TESTS:—

| DESCRIPTION.                     | DATE OF TEST. | WORKING PRESSURE. | TEST PRESSURE. | STAMPED. | REMARKS. |
|----------------------------------|---------------|-------------------|----------------|----------|----------|
| ENGINE CYLINDERS .....           |               |                   |                |          |          |
| " " COVERS .....                 | 9 April       | ✓                 | 50 lbs.        | S.D.     |          |
| " " JACKETS .....                | 14 June       |                   |                |          |          |
| " " PISTON WATER PASSAGES .....  |               |                   |                |          |          |
| MAIN COMPRESSORS—1st STAGE ..... |               |                   |                |          |          |
| " 2nd " .....                    |               |                   |                |          |          |
| " 3rd " .....                    |               |                   |                |          |          |
| AIR RECEIVERS—STARTING .....     |               |                   |                |          |          |
| " INJECTION .....                |               |                   |                |          |          |
| AIR PIPES .....                  |               |                   |                |          |          |
| FUEL PIPES .....                 |               |                   |                |          |          |
| FUEL PUMPS .....                 |               |                   |                |          |          |
| SILENCER .....                   |               |                   |                |          |          |
| " WATER JACKET .....             |               |                   |                |          |          |
| SEPARATE FUEL TANKS .....        |               |                   |                |          |          |

PLANS. Are approved plans forwarded herewith for shafting  
(If not, state date of approval)

Receivers

Separate Tanks

## SPARE GEAR

The foregoing is a correct description,

*Rashum Jones Engineering Co. Manufacturer.*  
*As a Poss. Supt.*

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

1925 March 16, April 9, June 14

Dates of Examination of principal parts—Cylinders 9/4/25 Covers 9/4/25 Pistons 9/4/25 Rods — Connecting rods 9/4/25  
 Crank shaft 16/3/25 Thrust shaft — Tunnel shafts — Screw shaft — Propeller — Stern tube — Engine seatings  
 Engines holding down bolts — Completion of pumping arrangements — Engines tried under working conditions  
 Completion of fitting sea connections — Stern tube — Screw shaft and propeller  
 Material of crank shaft *OH. Steel* Identification Mark on Do. *S.D.* Material of thrust shaft — Identification Mark on Do. —  
 Material of tunnel shafts — Identification Marks on Do. — Material of screw shafts — Identification Marks on Do. —

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

Is this machinery duplicate of a previous case? If so, state name of vessel.

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

*The above mentioned engines are intended for use in connection with generating sets. They have been built under special survey, & tested out in the shop. The materials & workmanship have been found satisfactory. When the engines have been fitted in the vessel, to the satisfaction of the Society Surveyors, they will be eligible, in my opinion, for record of L.M.C. Satisfactorily fitted on board.*

The amount of Entry Fee ... \$84.50 : When applied for, 24/4/1925  
 Special ... £ :  
 Donkey Boiler Fee ... £ :  
 Travelling Expenses (if any) \$35.50 : When received, at 60, August 1925

Committee's Minute

NEW YORK MAY 5 1926

Assigned

See Phl. Rpt. 5222

*G. Drummond Buchanan*  
 Engineer Surveyor to Lloyd's Register of Shipping.



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