

## REPORT ON OIL ENGINE MACHINERY.

No. 83867

Received at London Office 28 FEB 1929

12-8-1929 Port of NEWCASTLE-ON-TYNE  
Date, First Survey 18 April 1928 Last Survey 12 Feb 1929  
Number of Visits 105

Single  
on the Twin Screw vessel Hopemount.  
Tons Gross 7434  
Net 4529

Wallsend-on-Tyne By whom built Swan Hunter & W.R. Cy Ltd Yard No. 135 When built 1929  
Wallsend-on-Tyne By whom made Wallsend Shipways & Cy Ltd Engine No. 849 When made 1929  
Wallsend By whom made Wallsend Shipways & Cy Ltd Boiler No. 849 When made 1929  
Horse Power 2820 Owners The Hopemount Shipping Co. Ltd Port belonging to Newcastle  
Horse Power as per Rule 1010 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
Made for which vessel is intended Carrying Petroleum in bulk

ENGINES, &c. Type of Engines Wallsend Sulzer 2 or 4 stroke cycle 2 Single or double acting S.A.  
Maximum pressure in cylinders 540 lbs Diameter of cylinders 31" Length of stroke 43" No. of cylinders 6 No. of cranks 6  
In of bearings, adjacent to the Crank, measured from inner edge to inner edge 3'-5 1/2" Is there a bearing between each crank Yes  
Revolutions per minute 90 Flywheel dia. 4'-2" Weight 3 tons 8 cwt Means of ignition Compression Kind of fuel used Abene 150°F.  
Crank Shaft, dia. of journals 19.95" as per Rule 19.95" Crank pin dia. 20 1/2" Crank Webs 14.94" Mid. length thickness 12 3/4" Thickness parallel to axis Solid  
Flywheel Shaft, diameter 19.95" as per Rule 19.95" Intermediate Shafts, diameter 18" as per Rule 18" Thrust Shaft, diameter at collars 20 1/2" as per Rule 20 1/2"  
Main Shaft, diameter 18 1/2" as per Rule 18 1/2" Is the tube shaft fitted with a continuous liner Yes  
Liner Liners, thickness in way of bushes 1/8" as per Rule 1/8" Thickness between bushes 2 1/2" Is the after end of the liner made watertight in the  
seller 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-corrosive Yes  
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 the tube shaft No Length of Bearing in Stern Bush next to and supporting propeller 6'-4"  
Propeller, dia. 14'-3" Pitch 13'-9" No. of blades 4 Material Brass Whether Movable No Total Developed Surface 96 sq. feet  
Method of reversing Engines Compressed air Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication  
forced Thickens of cylinder liners 2 1/4" Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with  
conducting material Yes If the exhaust is led overboard near the afterline, what means are arranged to prevent water from being syphoned back to the engine up funnel  
Sling Water Pumps, No. 1 Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes  
Sling Pumps worked from the Main Engines, No. Two Diameter 4 1/2" Stroke 18" Can one be overhauled while the other is at work Yes  
Pumps connected to the Main Bilge Line No. and Size 2 DA 4 1/2" x 18" stroke 1 Ballant pp 10x11x10 1 Ballant pp 8x8 1/2 x 8  
Last Pumps, No. and size 1 @ 10" x 11" x 10" Lubricating Oil Pumps, including Spare Pump, No. and size 1 @ 8" x 4" x 18" 2 Bearings on ME.  
Two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge  
Pumps, No. and size In Machinery Spaces 4 @ 3 1/2" 1 @ 5 1/2" 1 @ 4" in each cofferdam

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 5 1/2"  
All the Bilge Suction pipes in Holds and Tunnel filled with strum-boxes Yes Are the Bilge Suctions in the Machinery Spaces  
from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes  
All Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both  
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 Above  
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  
At pipes pass through the bunkers see below How are they protected Yes  
At pipes pass through the deep tanks Cofferdam suction Have they been tested as per Rule Yes  
All Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes  
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  
partment to another Yes Is the Shaft Tunnel watertight None Is it fitted with a watertight door Yes worked from Yes  
Wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork 2 1/2" x 19 1/2" 2 1/2" x 19 1/2" 2 1/2" x 19 1/2"  
Main Air Compressors, No. One No. of stages Three Diameters 23 1/2", 19 1/2", 15 1/2" Stroke 2 1/2" Driven by Main Engines  
Auxiliary Air Compressors, No. One No. of stages Three Diameters 13 1/2", 10 3/4", 3 3/4" Stroke 8" Driven by Steam 1340 RPM  
All Auxiliary Air Compressors, No. Two (Gardner) No. of stages Two Diameters 5'-1 1/2" Stroke 2'-5" Driven by Main Engines  
Venting Air Pumps, No. Two Diameter 5'-1 1/2" Stroke 2'-5" Driven by Main Engines  
Auxiliary Engines crank shafts, diameter as per Rule as fitted Steam driven auxiliaries

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes  
The internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces Manholes & handholes  
Here a drain arrangement fitted at the lowest part of each receiver Yes  
High Pressure Air Receivers, No. 2 @ 1000 lbs Cubic capacity of each 5.3 cu ft Internal diameter 300 mm thickness 15 mm  
Less, lap welded or riveted longitudinal joint Seamless Steel Material Steel Range of tensile strength 28-32 lbs Working pressure by Rules 1228 lbs  
Working Air Receivers, No. Two 1 @ 6000 lbs 1 @ 1000 lbs Total cubic capacity 216 cu ft Internal diameter 4'-0" thickness 18"  
Less, lap welded or riveted longitudinal joint Seamless Steel Material Steel Range of tensile strength 28-32 lbs Working pressure by Rules 624 lbs



IS A DONKEY BOILER FITTED?

Yes. 2 off  
May 31<sup>st</sup> 1929

If so, is a report now forwarded?

Yes

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

Receivers

Yes

Separate Tanks

Yes

Donkey Boilers

Yes

General Pumping Arrangements

Yes

Oil Fuel Burning Arrangements

Yes

SPARE GEAR

In accordance with & in excess of Rule requirements as per attached list.

The foregoing is a correct description.

FOR THE WALLSEND SLIPWAY & ENGINEERING CO. LIMITED.

*A. Reing*

Manufacturer.

1928  
Dates of Survey while building  
During progress of work in shops--  
During erection on board vessel--  
Total No. of visits  
105  
Dates of Examination of principal parts--Cylinders  
Crank shaft  
Flywheel 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  
Thrust shaft, Material  
Tube shaft, Material  
Identification Mark  
13496 K.H.  
4609 W.B.  
4609 W.B.  
Flywheel shaft, Material  
Intermediate shafts, Material  
Screw shaft, Material  
Identification Marks  
4609 W.B.  
1515 W.B.  
2667 & H.  
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  
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo  
Is this machinery duplicate of a previous case

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

The Machinery of this Vessel has been built under Special Survey. Materials & Workmanship good. Hydraulic tests satisfactory. The whole of the Machinery is efficiently installed & fixed in the Vessel & has been tried under working conditions and to Rule requirements & was found to be in good & safe working condition and eligible in my opinion to be classed & have records L.M.C. 2-29. Yail Sha C.L. Fitted for oil fuel 2-29. Flash point over 150° F. in the Register Book.

The amount of Entry Fee  
Special  
Donkey Boiler Fee  
Travelling Expenses (if any)  
Committee's Minute  
Assigned

*William Butler*  
Engineer Surveyor to Lloyd's Register of Shipping.



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CERTIFICATE WRITTEN