

REPORT ON OIL ENGINE MACHINERY.

No. 40798 B

Received at London Office 03 FEB 1956

Writing Report 19th Dec 1955 When handed in at Local Office 19 Port of Rotterdam
 Survey held at Deest Date, First Survey 4-10-55 Last Survey 10th December 1955
 Number of Visits 5

Single on the Twin Triple Quadruple Screw vessel 1/2 "STAN WOOLAWAY"
 Tons Gross 261.8 Net 95.35

Deest By whom built Messrs Gebr Yd Werf Scheepwerf Yard No. 261 When built 1955
 STAMFORD By whom made Messrs Blackstone & Co Ltd Engine No M65511 When made 1955

Boilers made at By whom made Boiler No. When made
 Horse Power Maximum 243 Service 243 Owners W. Woolaway & Sons Ltd Port belonging to Barnstaple

per Rule 44 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 For which vessel is intended For services in the Bristol Channel

GINES, &c. - Type of Engines 4 S.C.S.A. 2 or 4 stroke cycle 4 Single or double acting Single
 pressure in cylinders 80.0 lbs Diameter of cylinders 8.75 inch Length of stroke 11.5 inch No. of cylinders 6 No. of cranks 6

Indicated Pressure 10.5 lbs/sq inch Span of bearings (i.e., distance between inner edges of bearings in crank) 10.031 inch Is there a bearing between each crank Yes Revolutions per minute Maximum 600 Service 600

dia. 3.8 inches Weight 1860 lbs Moment of inertia of flywheel (lbs. in² or Kg. cm²) 5.45 Means of ignition Compression Kind of fuel used Diesel oil

Solid forged Semi built 4th built dia. of journals as per Rule 6.75 inch Crank pin dia. 6.125 inch Crank webs Mid. length breadth Thickness parallel to axis shrunk Thickness around eyehole

Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule
 as fitted 10.8 inch in body

it, diameter as per Rule Screw Shaft, diameter as per Rule Is the (tube) shaft fitted with a continuous liner No
 as fitted 12.1 inch in body

liners, thickness in way of bushes as per Rule Thickness between bushes as fitted Is the after end of the liner made watertight in the cross

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- If two liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland fitted at the after

stern tube Yes If so, state type Lips Van Dam type Length of bearing in Stern Bush next to and supporting propeller 59.5 inch
 dia. 140.0 inch Pitch 125.0 inch No. of blades 4 Material Bronze whether moveable Fixed Total developed surface 56.8 sq feet

Moment of inertia of propeller including entrained water (lbs. in² or Kg. cm²) 74 kg. m² Kind of damper, if fitted Oil operated (crankshaft)
 reversing Engines 2 gear Is a governor or other arrangement fitted to prevent racing of the engine Yes Means of

Forced Thickness of cylinder liners 19/32 inch Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled with non-conducting material If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned

engine Through funnel Cooling Water Pumps, No. and how driven 3 driven by M.E. Working F.W. 47 m³/h
 3/4 Spare F.W. 22 m³/h Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

as worked from the Main Engines, No. and capacity One @ 82 m³/h Can one be overhauled while the other is at work Yes
 connected to the Main Bilge Line No. and capacity of each Indep. Bilge pump and M.E. driven Bilge pump

How driven One Indep, one driven by V. Belt from Main Engine
 Bilge 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

its Pumps, No. and capacity One cap. 82 m³/h Power Driven Lubricating Oil Pumps, including spare pump, No. and size one Pressure @ 8.10 l.p.s.
 independent means arranged for circulating water through the Oil Cooler Yes Branch Bilge Suctions

In machinery spaces One 3 inch and one direct @ 3 inch, one direct @ 80 mm pump room one @ 2 1/2 inch
 6 @ 64 mm

Suctions to the engine room bilges, No. and size One @ 3 inch and one @ 80 mm
 Bilge suction pipes in holds and tunnel well fitted with strum-boxes Yes Are the bilge suction in the machinery spaces led from easily

id-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes
 Connections fitted direct on the skin of the Ship Fitted on platform Are they fitted with valves or cocks Valves Are they fixed

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
 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

pass through the bunkers None fitted How are they protected
 pass through the deep tanks None fitted Have they been tested as per Rule Yes

cocks, valves and pumps in connection with the machinery and all boiler mountings accessible at all times Yes
 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

in one compartment to another Yes Is the shaft tunnel watertight Yes Is it fitted with a watertight door worked from
 el, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Compressors, No. One No. of stages single diameters 2 3/4 inch stroke 3 inch driven by M. Engine
 Air Compressors, No. One No. of stages single diameters 2 3/4 inch stroke 3 inch driven by Aux. oil engine

liary Air Compressors, No. No. of stages diameters stroke driven by
 sion is made for first charging the air receivers Compressor driven by own oil engine started up by hand

Air Pumps or Blowers, No. How driven
 Have they been made under survey Yes Engine Nos. Type FRMA2 No. 1464 FR2MR3
 Makers name Messrs R. Smith (Marine Sales) Ltd Position of each in engine room Port side engine room

Top of engine room Report No. Bristol No. P.C. 4436-50.4752
 004646-004652-0231

AIR RECEIVERS:—Have they been made under survey Yes State No. of report or certificate C.199.52, C.2

State full details of safety devices Spring loaded Safety valves

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. ✓ Cubic capacity of each ✓ Internal diameter ✓ thickness ✓

Seamless, welded or riveted longitudinal joint ✓ Material ✓ Range of tensile strength ✓ Working pressure ✓

Starting Air Receivers, No. 2 Total cubic capacity 22.4 cu ft Internal diameter 2'-0" thickness 3/8"

Seamless, welded or riveted longitudinal joint Seamless Material S.M. steel Range of tensile strength 26/3.0 Tens Working pressure 3.2

IS A DONKEY BOILER FITTED No 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 27-7-55 (If not, state date of approval)

Receivers Long No 47. B342 Separate fuel to

Donkey boilers ✓ General pumping arrangements 7-9-55 Pumping arrangements in machinery space 7-9-55

Oil fuel burning arrangements Not fitted

Have Torsional Vibration characteristics been approved ✓ Yes Date and particulars of approval (2-9-55) 12/12/55

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes State if for "short voyages" only For short voyage

State the principal additional spare gear supplied Cast iron propeller

Note: It was noticed that explosion relief valves were fitted to the Main engine crank case doors

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building
During progress of work in shops - 13-6 and 6-9-'55
During erection on board vessel - 1955. October 4, Nov 14, 28 Dec 6, 10
Total No. of visits 9

Dates of examination of principal parts—Cylinders 13-6-55 Covers 13-6-55 Pistons 13-6-55 Rods ✓ Connecting rods ✓

Crank shaft 13-6-55 Flywheel shaft ✓ Thrust shaft 17-12-54 Intermediate shafts 28-11-55 Tube shaft ✓

Screw shaft 4-10-55 Propeller 21-10-55 Stern tube 24-9-55 Engine seatings 28-11-55 Engine holding down bolts 2

Completion of fitting sea connections 4-10-55 Completion of pumping arrangements 10-12-55 Engines tried under working conditions 10

Crank shaft, material O.H. steel Identification mark JLS 13-6-55 Flywheel shaft, material ✓ Identification mark ✓

Thrust shaft, material see hydraulic reversing gear Identification mark ✓ Intermediate shafts, material S.M. steel Identification marks ✓

Tube shaft, material ✓ Identification mark ✓ Screw shaft, material S.M. steel Identification mark 4-10-55

Identification marks on air receivers Port No R 881. Plogas test Net 700 lbs WP 350 lbs 13-10-54 T.D.S.

Star No R 951. Plogas test Net 700 lbs WP 350 lbs 7-2-55 T.D.S.

Welded receivers, state Makers' Name Messrs. Ruston & Hornsby Ltd Lincoln

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

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with Yes

Full description of fire extinguishing apparatus fitted in machinery spaces One Hydrant @ 2" and 3 @ 2 gallon Foamite

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 ✓

What is the special notation desired Not desired

If the notation for ice strengthening is desired, state whether the requirements in this respect have been complied with Not desired

Is this machinery duplicate of a previous case No If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, Speed restrictions, &c. The machinery of this vessel

together with the aircompressors and pumps have been built and fitted on board

Special survey and in accordance with the Society's Rules, Secretary's letters and

plans, while tested materials are used. The workmanship found good. Upon

of the installation the machinery was examined under full working conditions

during river trials and found in good working and manoeuvring order

With a view to the above this machinery is eligible in my opinion to merit the

approval to be classed in the Society's Reg. Book with record of + LMC 12-55

subject to satisfactory examination upon arrival in the vessel's service limit

automatic voltage regulator of shaft driven generator being fitted

The amount of Entry Fee ... £ : : When applied for 26.1. 10 56

Special Installation Fl 220,- : : When received 19

Donkey Boiler Fee... £ 97- : : When received 19

Travelling Expenses (if any) £ : : When received 19

Committee's Minute THURSDAY 15 MAR 1955

Assigned Deferred (for G.E.) Sir Ply. Rpt. 9

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