

## REPORT ON OIL ENGINE MACHINERY.

No. 886

Received at London Office

31 DEC 1929

Date of writing Report

10

When handed in at Local Office

28-12-1929 Port of Rauen

No. in Survey held at  
Reg. Book.

Le Havre

Date, First Survey 16 July

Last Survey 12 Dec 1929

Number of Visits 12

Single  
Twin  
Triple  
Quadruple

on the

Screw vessel

Motor tanker "Mpinza"

Tons

Gross 8003.89  
Net 4504.76

Built at Le Havre

By whom built W. W. &amp; Co. Ateliers et Chantiers de Yard No. 53 When built 1929

Engines made at Amsterdam

By whom made Westspeer

Engine No. 4287 When made 1929

Donkey Boilers made at Le Havre

By whom made Ateliers et Chantiers de la Seine Maritime

Boiler No. 123 When made 1929

Brake Horse Power 2 x 1425

Owners Anglo-Saxon Petroleum Co. London

Port belonging to Copenhagen

Nom. Horse Power as per Rule 2407 = 841s Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted yes

Trade for which vessel is intended

806

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

2 or 4 stroke cycle Single or double acting

Maximum pressure in cylinders Diameter of cylinders Length of stroke No. of cylinders No. of cranks

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge Is there a bearing between each crank

Revolutions per minute Flywheel dia. Weight Means of ignition Kind of fuel used

Crank Shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank Webs Mid. length breadth Mid. length thickness Thickness parallel to axis shrunk Thickness around eyehole

Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted 276 310 Thrust Shaft, diameter at collars as per Rule as fitted

Tube Shaft, diameter as per Rule as fitted none Screw Shaft, diameter as per Rule as fitted 304.82 351 Is the tube shaft fitted with a continuous liner yes

Bronze Liners, thickness in way of bushes as per Rule 18.3 as fitted 22.5 & 23.5 Thickness between bushes as per rule 73.72 as fitted 19.75 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

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 yes Vickers

Length of Bearing in Stern Bush next to and supporting propeller 1510 & 590

Propeller, dia. 4.15 Pitch 3.700 No. of blades 3 Material bronze whether Moveable no Total Developed Surface 5715 sq. feet

Method of reversing Engines Is a governor or other arrangement fitted to prevent racing of the engine when declutched Means of lubrication

Thickness of cylinder liners Are the cylinders fitted with safety valves 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 yes

Cooling Water Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Bilge Pumps worked from the Main Engines, No. 2 Diameter 150 Stroke 260 Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and Size 1 ballast pump 203/260/254 How driven steam

Ballast Pumps, No. and size 1 203/260/254 Lubricating Oil Pumps, including Spare Pump, No. and size

Are 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 40-90 in stern box, main line 120 in 2 Direct suction 115 in

In Holds, &c. 1 each side 60/70 Pumps compartments one each side 60/70 One pump one 150/160 left peak one 100/110

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 Ballast pump 90 in 203/260/254

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes no tunnel Are the Bilge Suctions 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 Valves

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 above

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

What pipes pass through the bunkers None How are they protected

What pipes pass through the deep tanks none 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 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 non return valve Is the Shaft Tunnel watertight no tunnel 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 steel vessel

Main Air Compressors, No. 2 No. of stages 1 Diameters 1 Stroke 1 Driven by steam

Auxiliary Air Compressors, No. one No. of stages 3 Diameters 1 Stroke 1 Driven by steam

Small Auxiliary Air Compressors, No. none No. of stages 1 Diameters 1 Stroke 1 Driven by

Scavenging Air Pumps, No. none Diameter 1 Stroke 1 Driven by

Auxiliary Engines crank shafts, diameter as per Rule as fitted

## AIR RECEIVERS:—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

High Pressure Air Receivers, No. 2 Cubic capacity of each 2 Lock Internal diameter 470 thickness 2

Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

Starting Air Receivers, No. 4 + 1 for hand pump Total cubic capacity 40 m<sup>3</sup> Internal diameter 1 m 650 thickness 35/38 and 35 shell

Seamless, lap welded or riveted longitudinal joint riveted Material steel Range of tensile strength 44 to 55 Working pressure by Rules 35-40 per shell



IS A DONKEY BOILER FITTED?

yes two

If so, is a report now forwarded?

yes

PLANS. Are approved plans forwarded herewith for Shafting

(If not, state date of approval)

yes

Receivers

yes

Separate Tanks

L

Donkey Boilers

yes

General Pumping Arrangements

yes

Oil Fuel Burning Arrangements

L

SPARE GEAR

The foregoing is a correct description.

Manufacturer.

P. Pon Worms & Co  
Le Sous Directeur

Dates  
of Survey  
while  
building

During progress of  
work in shops--  
During erection on  
board vessel--  
Total No. of visits

1929 April 5-27 - May 2-17 - June 27 - July 10  
1929 July 16 - Aug 26 - Sept 25 & 26 - Oct 2-4-22 - Nov 4-5-15-25-28 - Dec 2-5-12  
21

Dates of Examination of principal parts—Cylinders L Covers L Pistons L Rods L Connecting rods L

Crank shaft L Flywheel shaft L Thrust shaft L Intermediate shafts 17/2/28 Tube shaft none

Screw shaft 17/2/28 Propeller 17/2/28 Stern tube 26/8/28 Engine seatings 25 September Engines holding down bolts 5 Nov

Completion of fitting sea connections 2 October Completion of pumping arrangements 10 December Engines tried under working conditions 12 December

Crank shaft, Material L Identification Mark L Flywheel shaft, Material L Identification Mark L

Thrust shaft, Material L Identification Mark L Intermediate shafts, Material Steel Identification Marks 2452 HK 12.29

Tube shaft, Material none Identification Mark L Screw shaft, Material Steel Identification Mark no 7675 3694 HK 12.1.28

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

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

Megara

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

The erection on board has been surveyed, the workmanship is good, the motors have been tried at the sea and the result found very satisfactory. This vessel merit in my opinion the favourable consideration of the Committee for to be classed and to have notation of L MC 12.29 inserted in the Register Book.

The starting air receivers have been surveyed during their construction the material is of good quality, the workmanship is good.

The amount of Entry Fee ... £

Special

Donkey Boiler Fee

Travelling Expenses (if any)

4778

650

1039

2650

When applied for,

22-12-1929

When received,

23-1-30

Committee's Minute

Assigned

+ Lamb 12.29

oil Engines

Engineer Surveyor to Lloyd's Register of Shipping  
Lloyd's Register Foundation