

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 282306

30 MAY 1939

Received at London Office

Date of writing Report 20.5.1939 When handed in at Local Office

Port of Rotterdam

No. in Survey held at Reg. Book.

Gbeusden

Date, First Survey 27.2.39

Last Survey 16.5.1939

Number of Visits 5

Single }
Twin }
Triple }
Quadruple }
Screw vessel

KYLE FISHER

Tons } Gross 608
Net

Built at Gbeusden

By whom built De Haan & Oerlemans

Yard No. 205 When built 1939

Engines made at Winterthur

By whom made Sulzer Bros

Engine No. When made 1939

Donkey Boilers made at

By whom made

Boiler No. When made

Brake Horse Power 500

Owners JAMES FISHER & SONS Ltd

Port belonging to BARROW-IN-FURNESS

Nom. Horse Power as per Rule 114

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted Yes

Trade for which vessel is intended Coasting trade

OIL ENGINES, &c.—Type of Engines Sulzer Solid injection 2 or 4 stroke cycle 2 Single or double acting Single

Maximum pressure in cylinders Mean Indicated Pressure 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 300 Flywheel dia. Weight Means of ignition Kind of fuel used Heavy oil

Crank Shaft, Solid forged dia. of journals as per Rule as fitted Crank pin dia. Crank Webs Mid. length breadth Mid. length thickness shrunk Thickness parallel to axis Thickness around eye-hole

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

Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the shaft fitted with a continuous liner No

Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as 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 Yes If so, state type Cadernalls patent Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. 6' 4" Pitch 4' 3" No. of blades 3 Material Bronze whether Moveable No Total Developed Surface 13 sq. feet

Method of reversing Engines Is a governor or other arrangement fitted to prevent racing of the engine when de-clutched Yes Means of lubrication

Force Thickness of cylinder liners Are the cylinders fitted with safety valves Yes 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

Cooling Water Pumps, No. 2 Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Bilge Pumps worked from the Main Engines, No. 1 Diameter 85 mm. Stroke 160 mm Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and Size One double acting 85 x 160 mm How driven Main engine One rotary self priming 50 ton 1/2 Auxiliary engine SB side & fore side

Is the cooling 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 arrangements

Bilge Pumps, No. and size One 50 ton 1/2 Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1 gear wheel pump 50 ton 1/2

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 3 2 3 In Pump Room

In Holds, &c. 4 2 3 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size ONE 2 3

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes 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 Both

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 Yes

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

What pipes pass through the bunkers None 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 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 Is the Shaft Tunnel watertight Mark aft 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. 2 One No. of stages 2 Diameters 1 1/2 - 3 3/4 Stroke 3 1/2 Driven by Aux Eng. 75 P.S.

Small Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

What provision is made for first Charging the Air Receivers Hand starting auxiliary engine

Scavenging Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule as fitted Pleasure Dusselder report No. 313 Position One SB and one Port side

Have the Auxiliary Engines been constructed under special survey Yes Is a report sent herewith Dusselder Report No. 313 returned herewith

AIR RECEIVERS:—Have they been made under survey yes State No. of Report or Certificate
 Is each receiver, which can be isolated, fitted with a safety valve as per Rule yes
 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, lap welded or riveted longitudinal joint ✓ Material ✓ Range of tensile strength ✓ Working pressure ✓
 by Rules ✓
 Actual ✓
Starting Air Receivers, No. 2 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? 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 ✓ Receivers ✓ Separate Fuel Tanks ✓
 (If not, state date of approval)
 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,
DE HAAN & DE LEMANS
 Manufacturer.

Dates of Survey while building { During progress of work in shops-- }
 { During erection on board vessel-- } 2/2 3/3 10/4 24/4 16/5
 Total No. of visits 5
 Dates of Examination of principal parts—Cylinders ✓ Covers ✓ Pistons ✓ Rods ✓ Connecting rods ✓
 Crank shaft ✓ Flywheel shaft ✓ Thrust shaft ✓ Intermediate shafts 2-3-39 Tube shaft ✓
 Screw shaft 1-3-39 Propeller 2-3-39 Stern tube 1-3-39 Engine sealings 2-3-39 Engines holding down bolts 18-4-39
 Completion of fitting sea connections 2-3-39 Completion of pumping arrangements 16-5-39 Engines tried under working conditions 14-5-39
 Crank shaft, Material ✓ Identification Mark ✓ Flywheel shaft, Material ✓ Identification Mark ✓
 Thrust shaft, Material ✓ Identification Mark ✓ Intermediate shafts, Material SM STEEL Identification Marks ✓
 Tube shaft, Material ✓ Identification Mark ✓ Screw shaft, Material SM STEEL Identification Mark ✓
 Identification Marks on Air Receivers ✓

440734
 13.10.42
 30.12.39
 440738
 18.7.40
 35.1.39

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
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo no 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 no
 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, &c. The machinery has been made and fitted in accordance with the Society's Rules, approved plans and Secretary's letters, material tested as required and workmanship good and I am of opinion that this vessel is eligible to be recorded in the Society's Register Book with +LMC 5-39
Oil Eng. O.G.

The amount of Entry Fee .. 5.00 When applied for, 27.5.1939
 Special ... 48.00
 Donkey Boiler Fee ... £ When received, 22-6-1939
 Travelling Expenses (if any) 28.00 23/6

Committee's Minute TUE 6 JUN 1939
 Assigned + LMC 5.39
Oil Eng O.G.

J. J. De Roo
 Engineer Surveyor to Lloyd's Register of Shipping.
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Attendance Surveyor

Certificate (if required) to be sent to
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)