

Rpt. 4b

REPORT ON OIL ENGINE MACHINERY.

No. 106

13 AUG 1930

Date of writing Report

No. in Survey held at Reg. Book.

Single
on the Twin
Triple
Quadruple
Screw vesselBuilt at Memel
Engines made at Winterthur

Donkey Boilers made at

Brake Horse Power 600

Nom. Horse Power as per Rule 212

Trade for which vessel is intended

OIL ENGINES, &c.

Type of Engines

Maximum pressure in cylinders

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge

Revolutions per minute

Crank Shaft, dia. of journals

Flywheel Shaft, diameter

Tube Shaft, diameter

Bronze Liners, thickness in way of bushes

propeller boss

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

end of the tube shaft

Propeller, dia.

Method of reversing Engines

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

Are the cylinders fitted with safety valves

Are the exhaust pipes and silencers water cooled or lagged with

Cooling Water Pumps, No. 1 D.A. 95 mm. 6 x 160 mm stroke

Bilge Pumps worked from the Main Engines, No. 1 D.A. Diameter 95 mm. Stroke 160 mm

Pumps connected to the Main Bilge Line

Ballast Pumps, No. and size

Are two independent means arranged for circulating water through the Oil Cooler

Pumps, No. and size:—In Machinery Spaces

In Holds, &c.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

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

led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

Are all Sea Connections fitted direct on the skin of the ship

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

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

What pipes pass through the bunkers

What pipes pass through the deep tanks

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

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

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. 1

Auxiliary Air Compressors, No.

Small Auxiliary Air Compressors, No.

Scavenging Air Pumps, No. 1

Auxiliary Engines crank shafts, diameter

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

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

High Pressure Air Receivers, No.

Seamless, lap welded or riveted longitudinal joint

Starting Air Receivers, No. 5

Seamless, lap welded or riveted longitudinal joint

Lap welded

Material S.M. Steel

Range of tensile strength

Working pressure by Rules

005524-005536-0118

Received at London Office

Port of Winterthur

Date, First Survey 12 Dec. 1929

Last Survey 26 July 1930

Number of Visits

Yard No. 53

When built 1930

Engine No. 16967

When made 1930

Boiler No.

When made

Port belonging to

Is Electric Light fitted

Is there a bearing between each crank

Kind of fuel used heavy fuel oil

Mid. length breadth 300 mm.

Thrust Shaft, diameter at collars

Is the tube screw

Is the after end of the liner made watertight in the

Total Developed Surface

Means of lubrication

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IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting 25-1-30, 19-2-30 Receivers 17-4-30 Separate Tanks

(If not, state date of approval)

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

The foregoing is a correct description.

Manufacturer.

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

Dates of Examination of principal parts—Cylinders 16-7-30 Covers 16-7-30 Pistons 16-7-30 Rods 16-7-30 Connecting rods 16-7-30

Crank shaft 17-7-30 Flywheel shaft 17-7-30 Thrust shaft 17-7-30 Intermediate shafts Tube 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 Ann. S. M. Eng. Steel Identification Mark J. A. 3655, 11-4-30 Flywheel shaft, Material see crankshaft Identification Mark see crankshaft

Thrust shaft, Material see crankshaft Identification Mark see crankshaft Intermediate shafts, Material Identification Marks

Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark

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

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. This machinery has been constructed under Special Survey in accordance with the requirements of the Rules, the Secretary's letters and the approved plans. Materials and workmanship good. Full power trials of Engine in shop satisfactory.

The amount of Entry Fee ... £ 4-0-0 : When applied for,
Special ... £ 53-0-0 : 31st July 1930
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ : : 2nd Aug. 1930

Committee's Minute FRI, 12 JUL 1935

Assigned

See Ham. 21161

W. G. Gallis

Engineer Surveyor to Lloyd's Register of Shipping.



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