

REPORT ON OIL ENGINE MACHINERY.

No. 93065
31 DEC 1927

Date of writing Report Dec 20 1927 When handed in at Local Office Dec 28 1927 Port of Liverpool
No. in Survey held at Saltney, Chester. Date, First Survey 28th Sept 1927 Last Survey Dec 28th 1927
Reg. Book. Number of Visits 13.
1454 on the Twin Single } Screw vessel 'Quitador' Tons { Gross 183.25
Triple } Net 8.87
Master Built at Saltney, Chester By whom built Messrs J. Crickton & Co Yard No. 448 When built 1927
Engines made at Stockholm By whom made J & C G. Bolinder & Co Engine No. 14004-07 When made 1927
Donkey Boilers made at By whom made Boiler No. When made
Brake Horse Power 300-hp each Eng. Owners Argentine Harig. Co Port belonging to Buenos Aires
Nom. Horse Power as per Rule 86 = 172 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted yes

IL ENGINES, &c. Type of Engines Bolinder oil Engines 2 or 4 stroke cycle Single or double acting Single
Maximum pressure in cylinders 21 kg/cm² No. of cylinders 4 No. of cranks Diameter of cylinders 380 mm
Length of stroke Revolutions per minute Means of ignition Kind of fuel used
Is there a bearing between each crank Span of bearings (Part 93 Section 2, par. 7 of Rules)
Distance between centres of main bearings Diameter of crank shaft journals as per Rule
Diameter of crank pins Breadth of crank webs as per Rule Thickness of ditto as per Rule
Diameter of flywheel shaft as per Rule Diameter of tunnel shaft as per Rule Diameter of thrust shaft as per Rule
Diameter of screw shaft as per Rule Is the screw shaft fitted with a continuous liner the whole length of the stern tube ho
Is the after end of the liner made watertight in the propeller boss If the liner is in more than one length are the joints burned
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 ho liners If without liners, is the shaft arranged to run in oil ho
Type of outer gland fitted to stern tube none Length of stern bush 2'-1" Diameter of propeller 5'-0" Total surface 12 1/2 square feet
Pitch of propeller 4'-8" No. of blades 3 state whether moveable ho Thickness of cylinder liners
Method of reversing Timing Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes
Are the cylinders fitted with safety valves Means of lubrication 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 Exhaust up funnel
within the vessel yes No. of cooling water pumps 2 Is the sea suction provided with an efficient strainer which can be cleared
Can one be overhauled while the other is at work No. of bilge pumps fitted to the main engines one on stern engine Diameter of ditto Rotary 2 1/2" Stroke
Sizes of pumps Rotary 2 1/2" No. and sizes of suction connected to both main bilge pumps and auxiliary bilge pumps:—In engine room one 2" How driven Indep Semi-Diesel
and in holds, etc. Indep Comp 2-2" aft 1-2" No. of ballast pumps one How driven Indep Semi-Diesel Sizes of pumps Rotary 2 1/2"
Is the ballast pump fitted with a direct suction from the engine room bilges yes State size 2 1/2" Is a separate auxiliary pump suction fitted in
Engine Room and size yes as above Are all the bilge suction pipes fitted with roses yes Are the roses in Engine Room always accessible yes
Are the sluices on Engine Room bulkheads always accessible Are all connections with the sea direct on the skin of the ship yes
Are they valves or cocks valves Are they fixed sufficiently high on the ship's side to be seen without lifting the floor plates yes
Are the discharge pipes 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 all pipes, cocks, valves and pumps in connection with the machinery accessible at all times yes Are the bilge suction pipes, cocks and valves arranged so as to prevent any
communication between the sea and the bilges yes Is the screw shaft tunnel watertight 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
No. of main air compressors one port engine No. of stages one Diameters 6" Stroke 5" 4" Driven by port main engine
No. of auxiliary air compressors one No. of stages one Diameters 6" Stroke 4 1/2" Driven by Semi-Diesel engine
No. of small auxiliary air compressors none No. of stages Diameters Stroke Driven by
No. of scavenging air pumps none Diameter Stroke Driven by
Diameter of auxiliary Diesel Engine crank shafts as per Rule Are the air compressors and their coolers made so as to be easy of access yes
as fitted

IR RECEIVERS:—No. of high pressure air receivers Internal diameter Cubic capacity of each
material Seamless, lap welded or riveted longitudinal joint Range of tensile strength
thickness working pressure by Rules No. of starting air receivers Internal diameter
Total cubic capacity Material Seamless, lap welded or riveted longitudinal joint
Range of tensile strength thickness Working pressure by rules 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

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

HYDRAULIC TESTS:—

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS	✓	✓	✓	✓	
COVERS	✓	✓	✓	✓	
JACKETS	✓	✓	✓	✓	
PISTON WATER PASSAGES	✓	✓	✓	✓	
MAIN COMPRESSORS—1st STAGE	✓	✓	✓	✓	
2nd	✓	✓	✓	✓	
3rd	✓	✓	✓	✓	
AIR RECEIVERS—STARTING	✓	✓	✓	✓	
INJECTION	✓	✓	✓	✓	
AIR PIPES	22.11.27	170 lb.	340 lb.	✓	
FUEL PIPES	✓	✓	✓	✓	
FUEL PUMPS	✓	✓	✓	✓	
SILENCER	✓	✓	✓	✓	
WATER JACKET	✓	✓	✓	✓	
SEPARATE FUEL TANKS	6.10.27	✓	✓	✓	

PLANS. Are approved plans forwarded herewith for shafting *Forging City Works* Receivers *Section Rpt 2861* Separate Tanks *as receivers yes.*

SPARE GEAR *As per Copy attached*

The foregoing is a correct description,

For J. CRICHTON & CO. LTD.

Manufacturer.

MANAGING DIRECTOR

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 ✓ Covers ✓ Pistons ✓ Rods ✓ Connecting rods ✓
Crank shaft ✓ Thrust shaft ✓ Tunnel shafts ✓ Screw shaft 23.9.27 Propeller 23.9.27 Stern tube 23.9.27 Engine seatings 6.10.27
Engines holding down bolts 4.10.27 Completion of pumping arrangements 22.4.27 Engines tried under working conditions 28.11.27
Completion of fitting sea connections 23.9.27 Stern tube 23.9.27 Screw shaft and propeller 23.9.27
Material of crank shaft ✓ Identification Mark on Do. ✓ Material of thrust shaft ✓ Identification Mark on Do. ✓
Material of tunnel shafts ✓ Identification Marks on Do. ✓ Material of screw shafts ✓ Identification Marks on Do. ✓

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.) *The Machinery of this vessel has been satisfactorily installed in accordance with the approved plans, and afterwards examined under full working conditions during trial trip. The account of collision which occurred during trial trip, the vessel was afterwards placed in dry dock & propeller & fastenings examined & found in order. Minor repairs effected to fastenings of sea connections, steering gear tried & found satisfactory.*

The vessel is now eligible in our opinion for classification in Reg. book with record of 4 LMC 12.27.

The amount of Entry Fee ... £ 4 : 6 :
Special ... £ : :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ 1 : 17 : 6 4.2.28

When applied for.

When received.

Committee's Minute

LIVERPOOL

30 DEC. 1927

Assigned

Oil Engine

+ LMC 12.27

Elec. Light

J. P. Milton & W. S. Shirlas

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 27 JAN 1928

Lloyd's Register Foundation