

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 8551

Received at London Office

22 FEB 1936 14 APR 1936

Date of writing Report 19-2-36 When handed in at Local Office

21-2-36 Port of

MANCHESTER

No. in Survey held at
Reg. Book.

KEIGHLEY

Date, First Survey

14-1-36

Last Survey

19-2-1936

Number of Visits 3

Single
on the Twin
Triple
Quadruple
Screw vesselTons
Gross
Net

Built at

By whom built MESSRS. VERSCHURE & CO.

Yard No. 207

When built 1936

Engines made at

KEIGHLEY

By whom made MESSRS. H. WIDDOP & CO.

Engine No. 3605

When made 1936

Donkey Boilers made at

By whom made

Boiler No. —

When made —

Brake Horse Power

20

Owners

Port belonging to

Nom. Horse Power as per Rule

8.5

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Trade for which vessel is intended

HARBOUR LIGHTER.

OIL ENGINES, &c. Type of Engines VERTICAL AIRLESS INJECTION 2 or 4 stroke cycle 2 Single or double acting SINGLE.

Maximum pressure in cylinders

550 LBS

Diameter of cylinders

7"

Length of stroke

10"

No. of cylinders ONE

No. of cranks ONE

Mean Indicated Pressure

51 LBS

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

9 1/8"

Is there a bearing between each crank

Revolutions per minute

500

Flywheel dia.

26"

Weight

347 LBS

Means of ignition

COMPRESSION

Kind of fuel used

HEAVY OIL.

Crank Shaft, dia. of journals

as per Rule APPROVED

as fitted 3 3/4"

Crank pin dia.

3 3/4"

Crank Webs

Mid. length breadth

5"

Mid. length thickness

2"

shrunken

Thickness parallel to axis

SOLID.

Flywheel Shaft, diameter

as per Rule

as fitted

Intermediate Shafts, diameter

as per Rule

as fitted 1.61

Thrust Shaft, diameter at collars

as per Rule

as fitted APPROVED

1 7/8"

Tube Shaft, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted APPROVED

Is the

tube

screw

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

If so, state type

—

Propeller, dia.

26 3/4"

Pitch

17"

No. of blades

3

Material

CAST IRON

whether Moveable

SOLID

Total Developed Surface

264

sq. feet

Method of reversing Engines

REVERSING GEAR

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

YES

Means of lubrication

FORCED

Thickness of cylinder liners

1 1/16"

Are the cylinders fitted with safety valves

NO

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

—

Cooling Water Pumps, No.

ONE

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

—

Bilge Pumps worked from the Main Engines, No.

ONE

Diameter

1 5/8"

Stroke

7/8"

Can one be overhauled while the other is at work

—

Pumps connected to the Main Bilge Line

No. and Size

—

How driven

—

Is the cooling water led to the bilges

—

If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping

—

arrangements

—

Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size

Two, 1 3/8" dia x 3/4" stroke.

Ballast Pumps, No. and size

—

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

—

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Pumps, No. and size:—In Machinery Spaces

—

In Pump Room

—

In Holds, &c.

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

—

Are the Bilge Suctions in the Machinery Spaces

—

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 fitted with Valves or Cocks

—

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

—

Are the Overboard Discharges above or below the deep water line

—

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

—

Are the Blow Off Cocks fitted with a spigot and brass covering plate

—

What pipes pass through the bunkers

—

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

—

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

Is the 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

—

Main Air Compressors, No.

No. of stages

—

Diameters

—

Stroke

—

Driven by

—

Auxiliary Air Compressors, No.

No. of stages

—

Diameters

—

Stroke

—

Driven by

—

Small Auxiliary Air Compressors, No.

No. of stages

—

Diameters

—

Stroke

—

Driven by

—

Scavenging Air Pumps, No.

Diameter

—

Stroke

—

Driven by

—

Auxiliary Engines crank shafts, diameter

as per Rule

as fitted

No.

Position

—

—

—

—

—

—

—

—

—

—

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 and cleaned.

Is a drain fitted at the lowest part of each receiver.

High Pressure 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.

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?

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 Shafing

(If not, state date of approval)

Receivers

Separate Fuel Tanks

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,
for H. WIDDOP & COMPANY LTD.

Manufacturer.

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

14-1-36, 3-2-36, 19-2-36

3

Dates of Examination of principal parts—Cylinders 14-1-36 Covers 14-1-36 Pistons 14-1-36 Rods Connecting rods 14-1-36

Crank shaft 14-1-36 Flywheel shaft Thrust shaft 14-1-36 Intermediate shafts Tube shaft

Screw shaft 3-2-36 Propeller 3-2-36 Stern tube 3-2-36 Engine seatings Engines holding down bolts

Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions

Crank shaft, Material STEEL Identification Mark LOYDS 2732 JWL Flywheel shaft, Material Identification Mark

Thrust shaft, Material STEEL Identification Mark LOYDS 738 JWL Intermediate shafts, Material Identification Marks

Tube shaft, Material Identification Mark Screw shaft, Material STEEL Identification Mark LOYDS 275 JWL 3-2-36 CSP.

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.

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.

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with.

Is this machinery duplicate of a previous case YES If so, state name of vessel No 207, 208 & 209. MESSRS VERSCURE.

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

THIS MACHINERY HAS BEEN CONSTRUCTED UNDER SPECIAL SURVEY OF TESTED MATERIALS AND IS IN ACCORDANCE WITH THE SECRETARY'S LETTERS, APPROVED PLANS AND RULE REQUIREMENTS. THE MATERIALS AND WORKMANSHIP ARE OF A GOOD QUALITY AND THE SET WHEN TESTED UNDER FULL LOAD CONDITIONS IN SHOP SHOWN SATISFACTORY RESULTS. THE MACHINERY, IN MY OPINION, IS ELIGIBLE TO BE PLACED ON BOARD A VESSEL CLASSED WITH THIS SOCIETY AND TO HAVE THE NOTATION OF + L.M.C (WITH DATE) WHEN SATISFACTORILY INSTALLED.

The amount of Entry Fee £
Special SEE REPORT NO 8548. 21-2-1936 M
Donkey Boiler Fee £
Travelling Expenses (if any) £

When applied for,

When received,

TUE. 21 APR 1936

Committee's Minute

Assigned

See minute on
Ans J.B. Inchy. Rph

Engineer Surveyor to Lloyd's Register of Shipping.



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