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Lloyd's Register of Shipping, X

71, Fenchurch Street, E.C. 3.

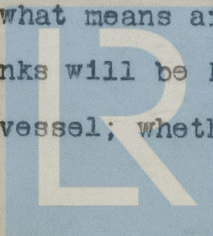
Enclosure.

6th June 1918

Dear Sirs,

I duly received Mr. Bareno's letter of the 25th ultimo, respecting the Wolverine 60 H.P. motor which is now being fitted on board the wood vessel No. 10 being built by Messrs. Astilleros de Pasajes, and with regard thereto I have to inform you that the minimum diameter of the screw shaft which could be approved for this motor, having 3 cylinders $9\frac{1}{2}$ " diameter by 12" stroke, is $3\frac{3}{8}$ " unless fitted with a continuous liner, when the diameter might be reduced to $3\frac{1}{4}$ ". If the screw shaft now being fitted is $2\frac{1}{2}$ " diameter as stated in your letter, a new shaft of the size required by the Rules would require to be fitted or the machinery could not be approved.

I have to request that you will state whether the motor has been opened out and all its parts thoroughly examined by you; the method of ignition; the diameter of the crank and intermediate shafts; the distance from centre to centre of the bearings on each side of the crank and whether there is a bearing between each crank; what means are proposed to ensure that leakage from the oil tanks will be kept clear of the wood framing and planking of the vessel; whether the oil tanks are



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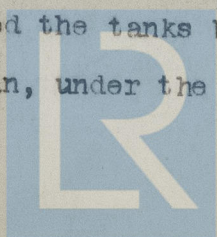
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provided with air pipes leading above deck with their upper ends turned down and fitted with gauze diaphragm, also (with reference to the starting petrol tank) if the requirements of Section 4, para. 6, of the Rules for internal combustion engines are being complied with; whether the water circulating pipe is provided with an efficient strainer inside the vessel and if a cock or valve has been fitted on the vessel's skin at the circulating water discharge line overboard; whether the exhaust pipe and silencer are water cooled or lagged to prevent damage by heat and what means are provided to prevent water being syphoned back to the engine through the overboard exhaust; whether a valve is fitted on the ship's side at the bilge pump discharge; and if the hand pump in the motor space can be worked from above the load water line.

You should also furnish a sketch giving the sizes and scantlings of the petrol starting tank and a plan of the stern tube.

It is concluded that this motor is being fitted on board for auxiliary purposes only and that the vessel's sail power will be maintained. I have, however, to request that you will confirm this.

With reference to the plan submitted of oil tanks, I have to state that provided the tanks be constructed as amended and shown on the plan, under the usual conditions of



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survey and testing, the same will be approved. This plan is returned herewith.

The plan of pumping arrangements is being retained awaiting the required information.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,

BILBAO.



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