

REPORT ON OIL ENGINE MACHINERY.

No. 8130

1/100 MP 531

30 JUN 1930

3rd June 1930.

Date of writing Report

No. in Survey held at Reg. Book.

on the Single Triple Quadruple Screw vessel

Built at

Engines made at

Main Boilers made at

Indicated Horse Power

Nom. Horse Power as per Rule

Trade for which vessel is intended

Type of Engines

Maximum pressure in cylinders

Number of bearings, adjacent to the Crank

Revolutions per minute

Crank Shaft, dia. of journals

Propeller Shaft, diameter

Screw Shaft, diameter

Bronze Liners, thickness in way of bushes

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 so, state type

Propeller, dia.

Pitch

No. of blades

Material

Whether Moveable

Total Developed Surface

Means of lubrication

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

Are the cylinders fitted with safety valves

Are the exhaust pipes and silencers water cooled or lagged with 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

Suction Pumps, No.

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

Can one be overhauled while the other is at work

Pumps worked from the Main Engines, No.

Diameter

Stroke

Capacity

Pumps connected to the Main Bilge Line

How driven

Last Pumps, No. and size

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

Two independent means arranged for circulating water through the Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

In Pump Room

Holds, &c.

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

Are the Bilge Suctions in the Machinery Spaces

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

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

How are they protected

Have they been tested as per Rule

That pipes pass through the bunkers

That 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

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

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

Suctioning Air Pumps, No.

Diameter

Stroke

Driven by

Auxiliary Engines crank shafts, diameter

As per Rule

As fitted

Is each receiver, which can be isolated, fitted with a safety valve as per Rule

Are the internal surfaces of the receivers be examined

Is a drain fitted at the lowest part of each receiver

High Pressure Air Receivers, No.

Cubic capacity of each

Internal diameter

Thickness

Working pressure

Actual

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Starting Air Receivers, No.

Total cubic capacity

Internal diameter

Thickness

Working pressure

Actual

Seamless, lap welded or riveted longitudinal joint

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How driven

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Diameters

Stroke

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Diameters

Stroke

Driven by

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Internal diameter

Thickness

Working pressure

Actual

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Material

Range of tensile strength

Starting Air Receivers, No.

Total cubic capacity

Internal diameter

Thickness

Working pressure

Actual

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Port of

Date, First Survey

Number of Visits

When built

When made

When made

When made

When made

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