

REPORT ON OIL ENGINE MACHINERY.

Received at London Office

APR 3 1939

Date of writing Report 19 When handed in at Local Office 19 Port of Hong Kong

No. in Survey held at Hong Kong Date, First Survey 1938 Last Survey 19
 Reg. Book. Number of Visits

on the Single Screw vessel "ANTONIA" Single Screw Tons { Gross 502.12
 { Net 297.11

Built at Hong Kong By whom built W S Bailey & Co Ltd Yard No. 292 When built 1929
 Engines made at Cologne By whom made Humboldt Deutz motoren A.S. Engine No. 480754/59 When made 1938
 Donkey Boilers made at - By whom made - Boiler No. - When made -
 Brake Horse Power 575 Owners Messrs Abatey & Co Ltd Port belonging to Beba
 Power as per Rule 124 Is Refrigerating Machinery fitted for cargo purposes - Is Electric Light fitted Yes
 which vessel is intended Philippine coasting service.

Types of Engines 2 or 4 stroke cycle Single or double acting

Number of cylinders 4 Diameter of cylinder 11 1/2" Length of stroke 12 1/2" No. of cranks 2
 Crank pin diameter 3 1/2" Is there a bearing between each crank Yes
 Weight 150 lbs Means of ignition Spark Kind of fuel used Gas
 Crank pin dia. 3 1/2" Crank Webs Mid. length breadth 1 1/2" Thickness parallel to axis 1 1/2"
Mid. length thickness 1 1/2" Thickness around eye hole 1 1/2"
 Intermediate Shafts, diameter 5 1/2" Thrust Shaft, diameter at collars 5 1/2"
 Screw Shaft, diameter 6 3/16" Is the screw shaft fitted with a continuous liner Yes
 Thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the stern tube Yes

Is the after end of the liner made watertight in the stern tube Yes
 If the liner is more than one length are the junctions made by fusion through the whole thickness of the liner Yes
 Is the space charged with a plastic material insoluble in water and non-corrosive Yes
 Is an approved Oil Gland or other appliance fitted at the after end of the shaft Yes
 Length of Bearing in Stern Bush next to and supporting propeller 2'-0 3/4"
 No. of blades Four Material M.B. whether Moveable Fixed Total Developed Surface 107 m² sq. feet

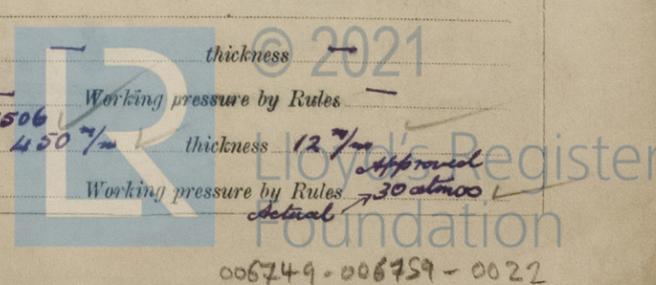
Reversing Engines Direct by hand Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication Water
 Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with insulating material Yes
 Main Engines, No. one Diameter 130 mm Stroke 120 mm Can one be overhauled while the other is at work Yes
 Main Bilge Line { No. and Size 1-130 mm x 120 mm 1 Rotary Pump 1 Rotary Pump
 How driven Main engine 15 HP Electric motor 9 HP Electric motor

Lubricating Oil Pumps, including Spare Pump, No. and size 2 2 1/2" 6 S.P.M. each 3.5 HP electric motor
 Independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps, No. and size 3 at 2 1/2" dia Tunnel 1 @ 2 1/4"
 Direct Suctions to the Engine Room Bilges, No. and size Five Bilge Pump 1 @ 2 1/2" dia Aux Circ Water Pump 1 @ 2 1/2" dia
 Are the Bilge Suctions in the Machinery Spaces easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes
 Are they fitted with Valves or Cocks Yes

Are the Overboard Discharges above or below the deep water line at water level
 Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes
 How are they protected Yes
 Have they been tested as per Rule Yes
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
 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 Yes
 Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from main deck

Is the vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork Yes
 Air Compressors, No. one No. of stages two Diameters 6 5/16" Stroke 120 mm Driven by main engine
 Auxiliary Air Compressors, No. one No. of stages two Diameters 4" x 1 3/4" Stroke 3" Driven by engine
 Air Pumps, No. one Diameter 4" Stroke 3" Driven by engine
 Main Engines crank shafts, diameter See Dia of Rpt N° 255 & 257

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes
 Are the internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces bolts plate at end.
 Is there a drain arrangement fitted at the lowest part of each receiver Yes
 Pressure Air Receivers, No. None Cubic capacity of each - Internal diameter - thickness -
 Working pressure by Rules -
 Working Air Receivers, No. Four Material SM steel Range of tensile strength See Dia of Rpt N° 274 Receiver N° 1066, 1069, 1501, 1506 Working pressure by Rules 30 atm
 Internal diameter 4 50 mm thickness 12 mm
 Working pressure by Rules 30 atm



IS A DONKEY BOILER FITTED? *No*

If so, is a report now forwarded? *—*

PLANS. Are approved plans forwarded herewith for Shafting *23/7/37*
(If not, state date of approval)

Receivers *20-7-32*

Separate Tanks *27/9/38 7/6/37*

Donkey Boilers *—*

General Pumping Arrangements *9/6/37*

Oil Fuel Burning Arrangements *—*

SPARE GEAR *As per rule requirements & attached sheet.*

The foregoing is a correct description,

FOR W. & BAILEY & Co., Ltd.

W. D. Dand

Manufacturer.

Manager

Dates of Survey while building	{ During progress of work in shops - - } { During erection on board vessel - - - } Total No. of visits	<i>5/10/38</i>	<i>7/4/38</i>	<i>15/4/38</i>	<i>14/12/38</i>	<i>20/12/38</i>	<i>11/1/39</i>	<i>13/1/39</i>	<i>20/1/39</i>	<i>13/2/39</i>	<i>15/2/39</i>	<i>17/2/39</i>	<i>24/2/39</i>
--------------------------------	--	----------------	---------------	----------------	-----------------	-----------------	----------------	----------------	----------------	----------------	----------------	----------------	----------------

Dates of Examination of principal parts—Cylinders - Covers - Pistons - Rods - Connecting rods -
 Crank shaft - Flywheel shaft - Thrust shaft - Intermediate shafts - Tube shaft -
 Screw shaft - Propeller - Stern tube *5-10-38* Engine seatings *15/11/38* Engines holding down bolts *20/12/38*
 Completion of fitting sea connections *7/11/38* Completion of pumping arrangements *15/2/39* Engines tried under working conditions *17/2/39*

Crank shaft, Material	Identification Mark	Flywheel shaft, Material	Identification Mark
Thrust shaft, Material	Identification Mark	Intermediate shafts, Material <i>SM Ingot Steel</i>	Identification Marks <i>N° 3650, 3651, 3652 J.F.C. 11-3-38</i>
Tube shaft, Material	Identification Mark	Screw shaft, Material <i>SM Ingot Steel</i>	Identification Mark <i>N° 3609 J.F.C. 11-3-38</i>

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 *Yes*

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *No* If so, have the requirements of the Rules been complied with

Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *"Governor Wright"*

General Remarks (State quality of workmanship, opinions as to class, &c. *This engine has been built under special survey. (Dusseldorf Report N° 274) and together with the auxiliary machinery have been installed in the vessel in accordance with the Rules & Instructions, tried under working conditions & found satisfactory. The following reports enclosed for:— intermediate & crew shafts, propeller, air receivers & forgings. See Dusseldorf Reports N° 255 & 257 for aux. engine. No certificate received for small air compressor driven by "Silva Craig" oil engine N° 3856 but engine & compressor opened up examined & found satisfactory.*

It is recommended that the vessel be classed with Lloyd's Machinery Certificate & the record *L.M.C. 2-39 (CL)* be made in the Register Book.

226 RM charged at Hamburg Dusseldorf Rpt N° 274

The amount of Entry Fee <i>1/5 12/4</i>	£	10	When applied for, <i>23-2 1939</i>
<i>1/5</i> Special <i>26-3-0...</i>	£	100	
Donkey Boiler Fee	£		When received,
Travelling Expenses (if any)	£	20	<i>3-4 1939</i>

Chas R Rowcliffe
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned *F. D. M. L. 2. 39*
Oil. Eng. CL



© 2021 Lloyd's Register Foundation