

## REPORT ON OIL ENGINE MACHINERY.

No. 8301

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 Last Survey 19  
Reg. Book. Number of Visits

on the Single Twin Triple Quadruple 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 Deulymotoren A.S. Engine No. 480154/59 When made 1938  
Donkey Boilers made at — By whom made — Boiler No. — When made —  
Brake Horse Power 575 Owners Messrs Abbot & Co Ltd Port belonging to Belu

Power as per Rule 124 Is Refrigerating Machinery fitted for cargo purposes — Is Electric Light fitted Yes  
Which vessel is intended Philippine coasting service

INES, &c. Type of Engines 2 or 4 stroke cycle Single or double acting  
No. of cylinders — No. of cranks —  
Is there a bearing between each crank —  
Diameter of cylinder as per Rule — Length of stroke —  
Diameter of crank pin as per Rule — Crank pin dia. —  
Weight — Means of ignition — Kind of fuel used —  
Diameter of journals as per Rule — Crank pin dia. — Crank Webs — Mid. length breadth — Thickness parallel to axis —  
Diameter of shaft as per Rule — Intermediate Shafts, diameter as per Rule — Thrust Shaft, diameter at collars as per Rule —  
Diameter of screw shaft as per Rule — Is the screw shaft fitted with a continuous liner Yes  
Thickness of bush as per Rule — Thickness between bushes as per Rule — Is the after end of the liner made watertight in the —  
If the liner is more than one length are the junctions made by fusion through the whole thickness of 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 —  
Are the shafts 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 shaft —  
Length of Bearing in Stern Bush next to and supporting propeller 2'-0 3/4"  
Pitch 1570 7/8" No. of blades Four Material M.B. whether Moveable Fixed Total Developed Surface 147 m<sup>2</sup> 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 —  
Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with —  
If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine —  
Water Pumps, No. 1 Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes  
Pumps worked from the Main Engines, No. one Diameter 130 7/8" Stroke 120 7/8" Can be overhauled while the other is at work Yes  
Connected to the Main Bilge Line { No. and size 1-130 7/8" x 120 7/8" 1 Rotary Pump 1 Rotary Pump  
How driven Main engine 15 HP Electric motor 9 HP Electric motor  
Pumps, No. and size 1 Rotary 104 S.P.M. 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 at 2 1/4"  
&c. 3 at 2 1/4" No. 100 A at 2 1/4" No. 100  
Suction Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 1/2" dia Bilge Pump 1 at 2 1/2" dia  
Are the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes 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  
Sea Connections fitted direct on the skin of the ship 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 —  
How are they protected —  
Have they been tested as per Rule —  
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  
On a vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork —  
Air Compressors, No. one No. of stages two Diameters 65/110 7/8" Stroke 120 7/8" Driven by main engine  
Auxiliary Air Compressors, No. one No. of stages two Diameters 4 1/2 x 1 3/4" Stroke 3 1/4" Driven by motor 10 HP  
Auxiliary Air Compressors, No. one No. of stages two Diameters 4 x 1 3/4" Stroke 3" Driven by engine  
Air Pumps, No. — Diameter — Stroke — Driven by —

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule YesInternal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces bolts & plates at end.Is a drain arrangement fitted at the lowest part of each receiver YesPressure Air Receivers, No. None Cubic capacity of each — Internal diameter — thickness —Seams, lap welded or riveted longitudinal joint See Data of Rpt N° 274 Range of tensile strength N° 1066, 1069, 1501, 1506 Working pressure by Rules —Long Air Receivers, No. Four Total cubic capacity — Internal diameter 450 7/8" thickness 12 7/8"Seamless, lap welded or riveted longitudinal joint See Data of Rpt N° 274 Material SM steel Range of tensile strength — 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

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.

Manufacturer.

W. & B.

Manager

Dates of Survey while building

(During progress of work in shops - -)

(During erection on board vessel - -)

Total No. of visits

5/10/38 7/4/38 15/4/38 14/12/38 20/12/38 11/1/39 13/1/39 20/1/39 13/2/39 15/2/39 17/2/39 24/2/39

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 SM Ingot Steel Identification Marks N° 3650, 3651, 3652 J.F.C. 11-3-38 Tube shaft, Material Identification Mark Screw shaft, Material SM Ingot Steel Identification Marks N° 3649 J.F.C. 11-3-38

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 & screw shafts, propeller, air receivers & forgings.

See Dusseldorf Reports N° 255 & 257 for aux. engine

No certificate received for small air compressor driven by "Atlas Copco" 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 LMC 2-39 (CL) be made in the Register Book.

226 RM charged at Hamburg Dusseldorf Rpt N° 274

The amount of Entry Fee

£ 10

When applied for,

1/5 Special £ 100

23-2

1939

Donkey Boiler Fee

When received,

Travelling Expenses (if any)

£ 20

3-4

1939

Committee's Minute

Assigned

Edmb 2.39  
Oil. Eng. CL

Chas R Rowcliffe

Engineer Surveyor to Lloyd's Register of Shipping.



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