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Rpt. 4b.
MAR 1946

REPORT ON OIL ENGINE MACHINERY.

No. 53363

Received at London Office

MAR 1946

Date of writing Report 14 March 1946 When handed in at Local Office

Port of HULL

No. in Survey held at Gainborough

Date, First Survey 19.6.45, Last Survey 4.3.1946

Reg. Book. on the Single Screw vessel "TR.V.7"

Tons Gross 193
Net 59

Built at Gainborough By whom built J. S. Watson (Gainborough) Ltd. Yard No. 1550 When built 1946/2.

Engines made at Heighley By whom made H. Widdop & Co. Ltd. Engine No. 4377 When made 1945

Donkey Boilers made at By whom made Boiler No. When made

Brake Horse Power 300 Owners The Admiralty Port belonging to

Nom. Horse Power as per Rule 139 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which vessel is intended Torpedo Recovery

OIL ENGINES, &c.—Type of Engines Oilless injection. Heavy oil. See 2 or 4 stroke cycle Single or double acting

Maximum pressure in cylinders See FE Rpts. No. 136 for main engine Diameter of cylinders and " " " 137 and 138 - Auxch. Length of stroke Attached to No. of cylinders No. of cranks

Mean Indicated Pressure Span of bearings, adjacent to the Crank, measured from inner edge to inner edge. Is there a bearing between each crank

Revolutions per minute 350 Flywheel dia. Weight Means of ignition Kind of fuel used

Crank Shaft, { Solid forged dia. of journals as per Rule as fitted Crank pin dia. Crank Webs Mid. length breadth Mid. length thickness shrank Thickness parallel to axis Thickness around eye-hole

Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted 4" Thrust Shaft, diameter at collars as per Rule as fitted

Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted 4 1/2" 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 1/2" 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 1/2" If so, state type Widdop's Patent 3536 app. 27.10.41 Length of Bearing in Stern Bush next to and supporting propeller 17 1/4"

Propeller, dia. 56" Pitch 43" No. of blades 4 Material Carbon whether Moveable Solid Total Developed Surface 9 sq. feet

Method of reversing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication

Forced Thickness of cylinder liners Are the cylinders fitted with safety valves. Yes Are the exhaust pipes and silencers water cooled or lagged with

non-conducting material Yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine. up funnel

Cooling Water Pumps, No. 1. M.E. diam 4 1/4" dia x 3" stroke. working apart the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Bilge Pumps worked from the Main Engines, No. one Diameter 4 1/4" Stroke 3" Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and Size 1 Main Eng. diam. 4 1/4" dia x 3" stroke. - 1 Hamworthy 2 1/2" suction (hand)

How driven 32 ton per hour Capacity. - 1 Down ton pump. Is the cooling water led to the bilges. No If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping arrangements.

Ballast Pumps, No. and size 1. Hamworthy. 32 ton per hour. Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size as per para 136

Are two 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:—In Machinery Spaces 3 - 2 1/2" dia of which one is direct to Hamworthy pump In Pump Room

In Hold, &c. 3 - 2 1/2" dia Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One. 2 1/2" dia

Are all the Bilge Suction pipes in Hold and Tunnel Well fitted with strum-boxes. Yes Are the Bilge Suctions in the Machinery Spaces

led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges. Yes

Are all Sea Connections fitted direct on the skin of the ship. Yes Are they fitted with Valves or Cocks. Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates. Yes Are the Overboard Discharges above or below the deep water line Above

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel. Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate. None fitted

What pipes pass through the bunkers 3 - 2 1/2" hold bilge suction - 1 one peak suction - How are they protected. Not protected.

What pipes pass through the deep tanks work deck fire line. + 1. 1 1/2" gutterway suction 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. Yes

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. Yes Is the Shaft Tunnel watertight. None. Is it fitted with a watertight door. Yes 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. See Rpt 136 No. of stages 2 Diameters 6" and 2.75" Stroke 3" Driven by M. Eng

Auxiliary Air Compressors, No. " " No. of stages 2 Diameters 6" - 2.75" Stroke 3" Driven by Aux Eng

Small Auxiliary Air Compressors, No. " " No. of stages " Diameters " Stroke " Driven by "

What provision is made for first Charging the Air Receivers. Auxch. Eng. driving auxch. air compressor. hand starting

Scavenging Air Pumps, No. Under side of piston Diameter " Stroke " Driven by "

Auxiliary Engines crank shafts, diameter as per Rule See FE Rpts. 137 and 138 No. " Position Attached to

Have the Auxiliary Engines been constructed under special survey. Yes Is a report sent herewith. Yes



007139-007140-0081

AIR RECEIVERS:—Have they been made under survey Y State No. of Report or Certificate

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

Can the internal surfaces of the receivers be examined and cleaned Y Is a drain fitted at the lowest part of each receiver Y

Injection 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? No If so, is a report now forwarded? —

Is the donkey boiler intended to be used for domestic purposes only Y

PLANS. Are approved plans forwarded herewith for Shafting 9.12.43 Receivers 9.12.43 Separate Fuel Tanks —
(If not, state date of approval)

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 Y

State the principal additional spare gear supplied See attached list.

On Receivers fitted:-

Starting Air
CTCO. 54584
Rloyds Test
1000 lb.
WP. 500 lb.
Amtd. 13.2.41
Tntd 4.4.41

Starting Air
CTCO. 890445
Rloyds Test
1000 lb.
WP. 350 lb.
Amtd. 12.2.41
Tntd 14.2.41

Whistle
43.81.42
Rloyds Test
1000 lb.
WP. 400 lb.
Tntd 18.6.43
J. J. J. M. B.

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops -- } See Reports attached hereto
{ During erection on board vessel -- } 1945: June 19, July 24, Nov. 23, 1946: Feb 6, 13, 27, Mar 4.
Total No. of visits 7.

Dates of Examination of principal parts—Cylinders — Covers — Pistons — Rods — Connecting rods —

Crank shaft — Flywheel shaft — Thrust shaft — Intermediate shafts — Tube shaft —

Screw shaft Y 24.7.45 Propeller Y 24.7.45 Stern tube Y 19.6.45 Engine sealings Y 29.11.45 Engines holding down bolts Y 23.11.45

Completion of fitting sea connections Y 19.6.45 Completion of pumping arrangements Y 13.2.46 Engines tried under working conditions Y 13 and 27.2.45

Crank shaft, Material — Identification Mark — Flywheel shaft, Material — Identification Mark —

Thrust shaft, Material — Identification Mark — Intermediate shafts, Material Y. 2. Steel Identification Marks LLOYDS 505 DRW. 6.7.44

Tube shaft, Material — Identification Mark — Screw shaft, Material Y. 2. Steel Identification Mark LLOYDS 831 DRW. 14.2.45

Identification Marks on Air Receivers See above.

Is the flash point of the oil to be used over 150° F. Y

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with Y

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 —

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with No

Is this machinery duplicate of a previous case Y If so, state name of vessel T.R.V. 6. J.P. Watson. 1549. Hull No 53209

General Remarks (State quality of workmanship, opinions as to class, etc. Workmanship good.)

This main engine has been specially surveyed during construction. See Report No 136 attached hereto. It has been fitted onboard in accordance with the Rules and Specification, and satisfactory dock and river trials carried. The machinery of this vessel is eligible in my opinion for notation in the Register Book of + LMC. 2/46 T.S. 2/46 9.

Attached hereto. See Report No 136 on main engine
" " " 137 " auxiliary "
" " " 138 " " "
Copy of Interm Certificate issued
List of Spare gear supplied.

The amount of Entry Fee .. £ — : When applied for,
Balanced Special ... £ 29 : 0 : 15 MAR 1946
Donkey Boiler Fee ... £ — : When received,
Travelling Expenses (if any) £ — : 19

Committee's Minute FRI. 29 MAR 1946
Assigned + LMC 3,46 Oil Eng.
O.G.

Geo. A. Faring & Sons & J. Alderman.
Engineer Surveyor to Lloyd's Register of Shipping.
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Certificate (if required) to be sent to
(The Surveyors are requested not to write on or below the space for Committee's Minute.)