

REPORT ON OIL ENGINE MACHINERY.

No. 136

Received at London Office

3 JAN 1948

Attach to Hull Report No 53363.

Date of writing Report 28-11-1945 When handed in at Local Office 31-12-1945 Port of **LEEDS.**

No. in Survey held at **Keighley** Date, First Survey 23-3-45 Last Survey 19-11-1945
 Reg. Book. Number of Visits 7

on the ~~Deck~~ ~~Deck~~ ~~Deck~~ ~~Deck~~ Screw vessel **"T.B.V.7."** Tons ^{Gross} _{Net}

Built at **Gainsborough** By whom built **J.S. Watson (Gainsborough)** Yard No. **1550** When built **1945**

Engines made at **Keighley** 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 Port belonging to -

Nom. Horse Power as per Rule **139** ✓ Is Refrigerating Machinery fitted for cargo purposes - Is Electric Light fitted **Yes** ✓

Trade for which vessel is intended -

OIL ENGINES, &c.—Type of Engines **Airless injection heavy oil. 2 or 4 stroke cycle 2 Single or double acting Single**

Maximum pressure in cylinders **700 lbs/sq. in.** ✓ Diameter of cylinders **11,5"** ✓ Length of stroke **13,5"** ✓ No. of cylinders **6** ✓ No. of cranks **6** ✓

Mean Indicated Pressure **50,5 lbs/sq. in.** ✓ Span of bearings, adjacent to the Crank, measured from inner edge to inner edge **16,75"** ✓ Is there a bearing between each crank **Yes** ✓

Revolutions per minute **350** ✓ Flywheel dia. **34,75"** ✓ Weight **14,5" cwts** ✓ Means of ignition **Compression** ✓ Kind of fuel used **heavy oil** ✓

Crank Shaft, ~~XXXXXX~~ ~~XXXXXX~~ ~~XXXXXX~~ ~~XXXXXX~~ dia. of journals as per Rule **6,2"** as fitted **6,75"** ✓ Crank pin dia. **6,75"** ✓ Crank Webs Mid. length breadth **9"** ✓ Thickness parallel to axis -
 Mid. length thickness **3,75"** ✓ shrunk Thickness around eyehole -

Flywheel Shaft, diameter as per Rule **3,9"** as fitted **4** ✓ Intermediate Shafts, diameter as per Rule **4,1"** as fitted **4,75"** ✓

Tube Shaft, diameter as per Rule - as fitted - Screw Shaft, diameter as per Rule **4,42"** as fitted **4,5"** ✓ Is the ~~the~~ 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 - 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 ~~other~~ appliance fitted at the after end of the tube

shaft **Yes** ✓ If so, state type **Drg. No. 3536 Approved 27-10-41** Length of Bearing in Stern Bush next to and supporting propeller **17 1/2"**

Propeller, dia. **56"** ✓ Pitch **43"** ✓ No. of blades **4** ✓ Material **C.I.** ✓ whether Moveable **no** 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 **1,125"** 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 -

Cooling Water Pumps, No. **One 4,25" dia x 3" stroke** the sea suction provided with an efficient strainer which can be cleared within the vessel -

Bilge Pumps worked from the Main Engines, No. **One** Diameter **4,25"** Stroke **3"** Can one be overhauled while the other is at work -

Pumps connected to the Main Bilge Line { No. and Size - How driven -

Is the cooling water led to the bilges - If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping arrangements - **one on main engine 2 1/4" bore x 3" stroke 2 single acting, one on main engine 1 1/2" bore x 3" stroke one Double acting on aux. eng. No. 4504 1 1/2" bore x 3" stroke**

Ballast Pumps, No. and size - **Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size** ✓

Are two independent means arranged for circulating water through the Oil Cooler - Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps, No. and size:—In Machinery Spaces - In Pump Room -

In Holds, &c.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size - Are the Bilge Suctions in the Machinery Spaces

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

Are all Sea Connections fitted direct on the skin of the ship - 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 -

What pipes pass through the bunkers - How are they protected -

What pipes pass through the deep tanks - 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 -

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 - 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. **One** No. of stages **2** Diameters **6" & 2,75"** Stroke **3"** Driven by **Main Engine** ✓

Auxiliary Air Compressors, No. **One** No. of stages **2** Diameters **6" & 2,75"** Stroke **3"** Driven by **Aux. Engine** ✓

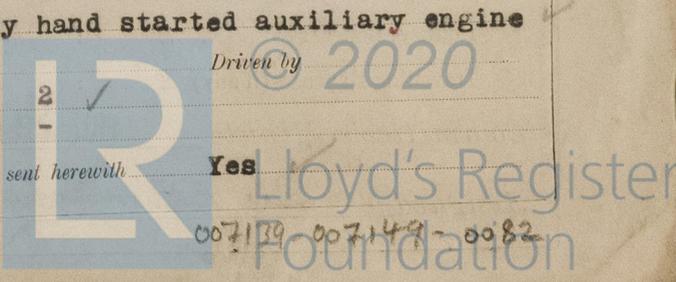
Small Auxiliary Air Compressors, No. - No. of stages - Diameters - Stroke - Driven by -

What provision is made for first Charging the Air Receivers **Auxiliary air compressor driven by hand started auxiliary engine**

Scavenging Air Pumps, No. **Underside of pistons** Diameter - Stroke - Driven by -

Auxiliary Engines crank shafts, diameter as per Rule **3"** as fitted **3,25"** ✓ **2,21"** ✓ **2,25"** ✓ No. **2** ✓ Position -

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



AIR RECEIVERS: - Have they been made under survey? Yes State No. of Report or Certificate Chesterfield Tube Co. Adv

Is each receiver, which can be isolated, fitted with a safety valve as per Rule Nos. 2287, 3465

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

Injection Air Receivers, No. 1 For Whistle. Cubic capacity of each 3.85 cu.ft. Internal diameter 9 3/8" thickness 5/16"

Seamless, lap welded or riveted longitudinal joint with welded ends. Material O.H. Steel Range of tensile strength 28/32 T. Working pressure by Rules Actual 350 Lbs/sq.in

Starting Air Receivers, No. 2 Total cubic capacity 14.5 cu.ft. Internal diameter 12 1/2" thickness 1/4"

Seamless, lap welded or riveted longitudinal joint Seamless Material O.H. Steel Range of tensile strength 28/32 T. Working pressure by Rules Actual 350 Lbs/sq.in

IS A DONKEY BOILER FITTED? No. If so, is a report now forwarded? -

PLANS. Are approved plans forwarded herewith for Shafting 9-12-43 Receivers 9-12-43 Separate Fuel Tanks 9-12-43

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? Yes

State the principal additional spare gear supplied

The foregoing is a correct description.

E. Widdop

Manufacturer.

Table with columns for Dates of Survey while building, Dates of Examination of principal parts, and various engine components like Crank shaft, Flywheel shaft, etc.

Table with columns for Identification Marks on Air Receivers, including STARTING AIR and WHISTLE AIR, with details like Nos. 54593, 54587, 43-81-42 and test results.

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?

Description of fire extinguishing apparatus fitted

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo? If so, have the requirements of the Rules been complied with? T.R.V. 5

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with? "T.R.V. 6"

Is this machinery duplicate of a previous case? Yes. If so, state name of vessel: Watsons Yard No. 1549 (Leeds Report No. 124)

General Remarks (State quality of workmanship, opinions as to class, &c.)

This engine has been constructed under special Survey, of tested materials, in accordance with the Secretary's letters, approved plans and the requirements of the Rules.

The materials and workmanship are good and the engine was found to be satisfactory when tested in the shop under full load conditions.

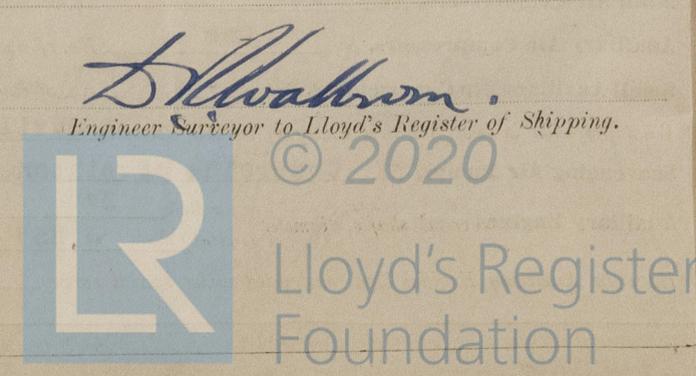
This engine is suitable, in my opinion, for the purpose intended and when satisfactorily installed and reported will be eligible to receive the notation L.M.C. (with date)

Fitted onboard Su Hull Report No 53363 of 3/46

Table with columns for The amount of Entry Fee, Donkey Boiler Fee, Travelling Expenses (if any) and When applied for/When received.

Committee's Minute PRI. 29 MAR 1946

Assigned Su F.E. machy rpt.



Vertical text on the left margin: (The Surveyors are requested not to write on or below the space for Committee's Minute.)