

4609

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 866

Date of writing Report 10/12/37 When handed in at Local Office 10 Port of Cleveland, Ohio. Received at London Office JAN 31 1938

No. in Survey held at Beloit, Wisconsin. Date, First Survey August 3rd Last Survey Aug. 28th, 1937
Reg. Book. 318 Number of Visits 7

on the Single Screw vessel Manseau Shipyards Ltd. Hull No. 56 M.V. "BEECEELITE" Tons 56
Triple Manseau Shipyards Limited
Quadruple

Built at - By whom built Manseau Shipyards Ltd. Yard No. 56 When built 1937
802362

Engines made at Beloit, Wis. By whom made Fairbanks Morse & Co. Engine No. - When made 1937

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

Brake Horse Power 575 Owners Imperial Oil Co. Port belonging to -

Nom. Horse Power as per Rule 172 Is Refrigerating Machinery fitted for cargo purposes - Is Electric Light fitted -

Trade for which vessel is intended -

50 lb.

attached

Aug. 26

to not

Di. 27.8.37

built

loads

line

ipping.

IL ENGINES, &c.—Type of Engines Diesel, solid injection Positive Scavenging Model 37 2 or 4 stroke cycle 2 Single or double acting S
Maximum pressure in cylinders 750# Diameter of cylinders 14" Length of stroke 17" No. of cylinders 5 No. of cranks 5
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 16-13/16" Is there a bearing between each crank Yes

Revolutions per minute 300 Flywheel dia. 48" Weight 4700# Means of ignition Comp. Kind of fuel used Diesel Oil
Crank Shaft, dia. of journals 8-1/8" Crank pin dia. 9" Crank Webs shrunk Mid. length breadth 4-9/16" Thickness parallel to axis -
as fitted 9" Mid. length thickness 12" Thickness around eye-hole -

Flywheel Shaft, diameter 9" Intermediate Shafts, diameter - Thrust Shaft, diameter at collars 9"
as per Rule - as fitted - as per Rule - as fitted -

Tube Shaft, diameter - Screw Shaft, diameter - Is the tube shaft fitted with a continuous liner -
as per Rule - as fitted - as per Rule - as fitted -

Bronze Liners, thickness in way of bushes - Thickness between bushes - Is the after end of the liner made watertight in the
as per Rule - as fitted - as per Rule - as fitted -

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 Oil Gland or other appliance fitted at the after end of the tube
shaft - If so, state type - Length of Bearing in Stern Bush next to and supporting propeller -

Propeller, dia. - Pitch - No. of blades 3 Material - whether Moveable - Total Developed Surface 1625 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 1/4"-7/8" Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with
non-conducting material - Is the exhaust led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine -

Cooling Water Pumps, No. 5-3/4" x 5-1/8" DA Is the sea suction provided with an efficient strainer which can be cleared within the vessel -
What special arrangements are made for dealing with cooling water if discharged into bilges -

Bilge Pumps worked from the Main Engines, No. 1 Diameter 3-1/4" Stroke 5-1/8" Can one be overhauled while the other is at work -
Pumps connected to the Main Bilge Line } No. and Size -
How driven -

Ballast Pumps, No. and size - Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 5-3/4" x 5-1/8" DA
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 - In Pump Room -

In Holds, &c. - Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size -
Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes - Are the Bilge Suctions in the Machinery Spaces
fitted 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. 1 No. of stages 1 Diameters 8" Stroke 5-1/8" Driven by Main Engine

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

Scavenging Air Pumps, No. 1 Diameter 32" Stroke 14-1/2" Driven by Main Engine
Auxiliary Engines crank shafts, diameter - No. - Position -

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule None Is a drain fitted at the lowest part of each receiver -
In the internal surfaces of the receivers be examined and cleaned -

High Pressure Air Receivers, No. - Cubic capacity of each - Internal diameter - thickness -
Seamless, lap welded or riveted longitudinal joint - Material - Range of tensile strength - Working pressure -

Starting Air Receivers, No. - Total cubic capacity - Internal diameter - thickness -
Seamless, lap welded or riveted longitudinal joint - Material - Range of tensile strength - Working pressure -

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IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

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

PLANS. Are approved plans forwarded herewith for Shafting Yes Receivers Separate Tanks Donkey Boilers General Pumping Arrangements Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied See Fairbanks Morse & Company list No. 5884B, Sheets Nos. 278 to 297, attached to this report.

MANSEAU SHIPYARDS LIMITED

General Superintendent

The foregoing is a correct description.

(BUILDERS)

Fairbanks, Morse & Co.

Manufacturer. C. E. Bohman Chief Inspector

Dates of Survey while building During progress of work in shops - August 3, 9, 12, 17, 25, 26 and 28th, 1937. During erection on board vessel - Total No. of visits 7

Dates of Examination of principal parts - Cylinders Aug. 3rd & Aug. 26th Covers Aug. 3rd & Aug. 26th Pistons Aug. 3rd & Aug. 26th Rods Aug. 3rd & Aug. 26th Crank shaft Aug. 9th Flywheel shaft Thrust shaft Intermediate shafts Tube shaft Screw shaft Propeller Stern tube Engine seatings Engines holding down bolts Completion of filling sea connections Completion of pumping arrangements Engines tried under working conditions Crank shaft, Material O. H. Steel Identification Mark ILOYDS 3230 8/9/37 GD Flywheel shaft, Material Identification Mark Thrust shaft, Material Identification Mark Intermediate shafts, Material Identification Marks Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark

Is the flash point of the oil to be used over 150° F. Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with 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 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with Is this machinery duplicate of a previous case If so, state name of vessel

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

The above mentioned engines have been built under special survey, and on completion were tested under full and intermediate loads in the shop. The materials and workmanship were found to be sound and efficient. When the engines have been fitted in the vessel and tried out, to the satisfaction of the Society's surveyors, she will be eligible in my opinion, for record * LMC in the Register Book.

Attached to this report is copy of crank shaft drawing and forging report No. 3230.

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

The amount of Entry Fee .. x \$215.00 : Special ... £ : Donkey Boiler Fee ... £ : Travelling Expenses (if any) x \$35.20 : When applied for, 10/12/37 When received, 30/11/37

E. Drummond

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI 3 JUN 1938

Assigned

See Incl. Rpt 4609



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