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# REPORT ON OIL ENGINE MACHINERY.

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No. in Reg. Book Survey held at Glasgow. Date, First Survey 13.6.49 Last Survey 31.8.1949 Number of Visits 14.

Single on the Twin Triple Quadruple Screw vessel M.V. 'CHRISTINE' Tons Gross  
Built at Glasgow By whom built Messrs Glasgow Shipb. Eng. Co. Ltd. Yard No. 474 When built 1949  
Engines made at Glasgow By whom made Messrs British S.A. Engine Co. Ltd. Engine No. 726 When made 1949  
Donkey Boilers made at By whom made Boiler No. When made  
Brake Horse Power 1140 Owners Port belonging to  
M.N. Power as per Rule 257 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which vessel is intended Loading.

OIL ENGINES, &c.—Type of Engines Heavy oil M.S.T.M. Type. 2 or 4 stroke cycle 2 Single or double acting Single  
Maximum pressure in cylinders 855 lbs/sq. in. Diameter of cylinders 13 3/8" Length of stroke 5 7/8" No. of cylinders 7 No. of cranks 7  
Mean Indicated Pressure 100 lbs/sq. in. Ahead Firing Order in Cylinders 7.2.6.4.6.3.1. Span of bearings, adjacent to the crank, measured from inner edge to inner edge 49 1/2" Is there a bearing between each crank No. Revolutions per minute 250

Flywheel dia. 118 1/2" Weight 1250 lbs Moment of inertia of flywheel (lbs. in.² or Kg. cm.²) 321 lb. in.² Means of ignition Comp. Kind of fuel used Diesel  
Crank Shaft, Solid forged dia. of journals as per Rule 2 1/8" as fitted 2 3/8" Crank pin dia. 2 3/8" Crank webs Mid. length breadth 3 1/4" Thickness parallel to axis  
Flywheel Shaft, diameter as per Rule 2 1/8" as fitted 2 3/8" Intermediate Shafts, diameter as per Rule as fitted Thrust Shaft, diameter at collars as per Rule as fitted 2 60 1/2"

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

Propeller, dia. Pitch 29 1/2" No. of blades Material whether moveable Total developed surface sq. feet  
Moment of inertia of propeller (lbs. in.² or Kg. cm.²) Kind of damper, if fitted

Method of reversing Engines Diesel Is a governor or other arrangement fitted to prevent racing of the engine when declutched Means of lubrication Forced Thickness of cylinder liners 25.5% Are the cylinders fitted with safety valves Are the exhaust pipes and silencers water cooled or lagged with non-conducting material

Back to the engine Cooling Water Pumps, No. 2 Is the sea suction provided with an efficient strainer which can be cleared within the vessel  
Bilge Pumps worked from the Main Engines, No. 2 Diameter 120% Stroke 138% 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

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 all the bilge suction pipes in holds and tunnel well fitted with strum-boxes Are the bilge suction pipes 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 efficiently 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  
That pipes pass through the bunkers How are they protected  
That 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

On 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. 2 No. of stages 2 diameters 80% 2 1/8" stroke 240 driven by M.E.  
Auxiliary Air Compressors, No. diameters stroke driven by  
Small Auxiliary Air Compressors, No. No. of stages diameters stroke driven by

Is that provision is made for first charging the air receivers  
Revolving Air Pumps, No. 2 diameter 5 7/8" stroke 240% driven by M.E.  
Auxiliary Engines crank shafts, diameter as per Rule as fitted No. Position  
Have the auxiliary engines been constructed under special survey Is a report sent herewith

