

REPORT ON OIL ENGINE MACHINERY.

No. 17874

Writing Report 15th August 1921 When handed in at Local Office

15/8/1921 Port of

Received at London Office WED. 12 OCT. 1921

Survey held at Port - Glasgow.

Date, First Survey

30th Dec 1920

Last Survey

8th Aug. 1921

Number of Visits 14

on the Single }
Twin } Screw vessels.
Triple }

Motor Ship "MALIA"

Built at Port - Glasgow. By whom built Wm. Hamilton & Co. Ltd. Yard No. 377. When built 1921.

Tons { Gross 3872
Net 2337

Boilers made at By whom made

Engine No. When made

Boilers made at By whom made

Boiler No. When made

Horse Power Owners

Port belonging to

Horse Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

ENGINES, &c.—Type of Engines

2 or 4 stroke cycle Single or double acting

Pressure in cylinders

No. of cylinders

No. of cranks

Diameter of cylinders

Stroke

Revolutions per minute

Means of ignition

Kind of fuel used

Bearing between each crank

Span of bearings (Page 92, Section 2, par. 7 of Rules)

Between centres of main bearings

Is a flywheel fitted

Diameter of crank shaft journals

as per Rule

as fitted

Of crank pins

Breadth of crank webs

as per Rule

as fitted

Thickness of ditto

as per Rule

as fitted

Of flywheel shaft

as per Rule

as fitted

Diameter of tunnel shaft

as per Rule

as fitted

Diameter of thrust shaft

as per Rule

as fitted

Of screw shaft

as per Rule

as fitted

Is the screw shaft fitted with a continuous liner the whole length of the stern tube

End of the liner made watertight in the propeller boss

If the liner is in more than one length are the joints burned

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 liners are fitted, is the shaft lapped or protected between the liners

If without liners, is the shaft arranged to run in oil

Lubricating gland fitted to stern tube

Length of stern bush

Diameter of propeller

Propeller

No. of blades

state whether moveable

Total surface

square feet

Reversing

Is a governor or other arrangement fitted to prevent racing of the engine when declutched

Thickness of cylinder liners

Cylinders fitted with safety valves

Means of lubrication

Are the exhaust pipes and silencers water cooled or lagged with

Lagging material

If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

No. of cooling water pumps

Is the sea suction provided with an efficient strainer which can be cleared

Vessel

No. of bilge pumps fitted to the main engines

Diameter of ditto

Stroke

Overhauled while the other is at work

No. of auxiliary pumps connected to the main bilge lines

How driven

Pumps

No. and sizes of suction connected to both main bilge pumps and auxiliary bilge pumps:—In engine room

etc.

No. of ballast pumps

How driven

Sizes of pumps

Is a pump fitted with a direct suction from the engine room bilges

State size

Is a separate auxiliary pump suction fitted in

Location and size

Are all the bilge suction pipes fitted with roses

Are the roses in Engine Room always accessible

Access on Engine Room bulkheads always accessible

Are all connections with the sea direct on the skin of the ship

Yes.

Roses or cocks

Both.

Are they fixed sufficiently high on the ship's side to be seen without lifting the floor plates

Large pipes above or below the deep water line

Are they each fitted with a discharge valve always accessible on the plating of the vessel

Yes.

Cocks, valves and pumps in connection with the machinery accessible at all times

Are the bilge suction pipes, cocks and valves arranged so as to prevent any

Inlet between the sea and the bilges

Is the screw shaft tunnel watertight

Is it fitted with a watertight door

If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Air compressors

No. of stages

Diameters

Stroke

Driven by

Dry air compressors

No. of stages

Diameters

Stroke

Driven by

Auxiliary air compressors

No. of stages

Diameters

Stroke

Driven by

Suction air pumps

Diameter

Stroke

Driven by

Auxiliary Diesel Engine crank shafts

as per Rule

as fitted

Are the air compressors and their coolers made so as to be easy of access

RECEIVERS:—No of high pressure air receivers

Internal diameter

Cubic capacity of each

Seamless, lap welded or riveted longitudinal joint

Range of tensile strength

Working pressure by Rules

No. of starting air receivers

Internal diameter

Capacity

Material

Seamless, lap welded or riveted longitudinal joint

Strength

Thickness

Working pressure by rules

Is each receiver, which can be isolated,

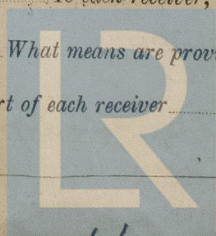
Safety valve as per Rule

Can the internal surfaces of the receivers be examined

What means are provided for cleaning their

Is there a drain arrangement fitted at the lowest part of each receiver

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If so, is a report now forwarded?

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS					
" " COVERS					
" " JACKETS.....					
" PISTON WATER PASSAGES.....					
MAIN COMPRESSORS—1st STAGE.....					
" 2nd "					
" 3rd "					
AIR RECEIVERS—STARTING					
" INJECTION					
AIR PIPES					
FUEL PIPES					
FUEL PUMPS					
SILENCER					
" WATER JACKET					
SEPARATE FUEL TANKS					

Receivers

Separate Tanks

The foregoing is a correct description,

Manufacturer.

<i>Dates of Examination of principal parts—Cylinders</i>	<i>Covers</i>	<i>Pistons</i>	<i>Rods</i>	<i>Connecting rods</i>
<i>Crank shaft</i>	<i>Thrust shaft</i>	<i>Tunnel shafts</i>	<i>Screw shaft</i>	<i>Propeller</i>
<i>Stern tube</i>	<i>Engine seatings</i>			
<i>Engines holding down bolts</i>	<i>Completion of pumping arrangements</i>	<i>Engines tried under working conditions</i>		
<i>Completion of fitting sea connections</i>	<i>Stern tube</i>	<i>Screw shaft and propeller</i>		
<i>Material of crank shaft</i>	<i>Identification Mark on Do.</i>	<i>Material of thrust shaft</i>	<i>Identification Mark on Do.</i>	
<i>Material of tunnel shafts</i>	<i>Identification Marks on Do.</i>	<i>Material of screw shafts</i>	<i>Identification Marks on Do.</i>	

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

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.)

Vessel taken to Glasgow for completion of Machinery installation.

The port main engine, the auxiliary machinery, and bed-
starboard main engine, are efficiently fitted. See letter dated Geneva
11th August 1921.

The amount of Entry Fee ...	£	:	:	When applied for,
Special ...	£	:	:	19
Donkey Boiler Fee ...	£	:	:	When received,
Travelling Expenses (if any) £	:	:	:	19

Graham Robertson

Engineer Surveyor to Lloyd's Register of

Committee's Minute

GLASGOW

11 OCT 1921

Assigned

See Gl. Rpt. 41414

White

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