

REPORT ON OIL ENGINE MACHINERY.

No. 44981

JUL -7 1937

6 JUL 1937

Received at London Office

Port of HULL

Date, First Survey May 29thLast Survey June 23rd 1937.

Number of Visits 9

When handed in at Local Office

Writing Report

Survey held at Hull

Book.

on the Single Triple Quadruple

Screw vessel

GRAB HOPPER BARGE "MARY SOUTHWELL"

Tons { Gross
Net

at Gainsborough

By whom built J.S. Watson

Yard No. 1454 When built 1937

By whom made W.H. Dorman & Co. Ld.

Engine No. 30390 When made 1937

By whom made Priestman Brothers Ld.

Boiler No. ✓ When made ✓

By whom made

Port belonging to Wisbech

Owners Wisbech Harbour Commissioners

Is Electric Light fitted no

Horse Power

Is Refrigerating Machinery fitted for cargo purposes no

Horse Power as per Rule

e for which vessel is intended

Grab Hopper Barge for River Purposes

ENGINES, &c.—Type of Engines Dorman-Ricardo Type

2 or 4 stroke cycle

Single or double acting

um pressure in cylinders

of bearings, adjacent to the Crank, measured from inner edge to inner edge

utions per minute

k Shaft, dia. of journals

heel Shaft, diameter

Shaft, diameter

ize Liners, thickness in way of bushes

ller boss

e 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

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

If so, state type

peller, dia.

hod of reversing Engines

res

conducting material

ling Water Pumps, No.

t special arrangements are made for dealing with cooling water if discharged into bilges

ge Pumps worked from the Main Engines, No.

nps connected to the Main Bilge Line

last Pumps, No. and size

two independent means arranged for circulating water through the Oil Cooler

nps, No. and size:—In Machinery Spaces

Holds, &c.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

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

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

all Sea Connections fitted direct on the skin of the ship

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

they each fitted with a Discharge Valve always accessible on the plating of the vessel

at pipes pass through the bunkers

at pipes pass through the deep tanks

e all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

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

partment to another

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

ain Air Compressors, No.

axiliary Air Compressors, No.

mall Auxiliary Air Compressors, No.

cavenging Air Pumps, No.

uxiliary Engines crank shafts, diameter

R RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule

an the internal surfaces of the receivers be examined and cleaned

High Pressure Air Receivers, No.

eamless, lap welded or riveted longitudinal joint

tarting Air Receivers, No.

eamless, lap welded or riveted longitudinal joint

Cubic capacity of each

Material

Total cubic capacity

Material

Range of tensile strength

Internal diameter

Range of tensile strength

Internal diameter

Range of tensile strength

Internal diameter

Range of tensile strength

Internal diameter

Range of tensile strength

Internal diameter

Range of tensile strength

Internal diameter

Range of tensile strength

Internal diameter

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Internal diameter

Range of tensile strength

Internal diameter

Range of tensile strength

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 (If not, state date of approval)

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

no spars supplied

State the principal additional spare gear supplied

The foregoing is a correct description.

PRIESTMAN BROTHERS, LTD.

Manufacturer.

Director. *P. J. Smith*

Dates of Survey while building

During progress of work in shops - - ✓

During erection on board vessel - -

1937. May 29, 31. June 2, 4, 7, 9, 12, 14, 23.

Total No. of visits

9.

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

Crank shaft ✓ Flywheel shaft ✓ Thrust shaft 4.6.37 Intermediate shafts 4.6.37 Tube shaft ✓

Screw shaft ✓ Propeller ✓ Stern tube ✓ Engine seatings 4.6.37 Engines holding down bolts 4.6.37.

Completion of fitting sea connections ✓ Completion of pumping arrangements ✓ Engines tried under working conditions 8.6.37 & 23.6.37.

Crank shaft, Material ✓ Identification Mark ✓ Flywheel shaft, Material ✓ Identification Mark ✓

Thrust shaft, Material *Steel* Identification Mark *N° 927, T.A.O., 12.2.37.* Vertical or Intermediate shafts, Material *Steel* Identification Marks *N° 927, T.A.O., 12.2.37.*

Tube shaft, Material ✓ Identification Mark ✓ Screw shaft, Material *Steel* Identification Mark *N° 927, T.A.O., 12.2.37.*

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 *yes*

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 *no* If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. *The Dorman oil engine and Priestman*)

*Shafting and gearing have been fitted at Hull in accordance with the Rule requirements, approved plans and Secretary's letters and tried under working conditions and found satisfactory. The workmanship and materials are good. The machinery of this vessel is in my opinion eligible to have * LMC 6.37.*

The amount of Entry Fee .. £ : : When applied for, 6 JUL 1937
Special £ : :
Donkey Boiler Fee £ : : When received, 19
Travelling Expenses (if any) £ : :

Committee's Minute TUE 18 JUL 1937

Assigned + LMC 6.37

W. S. Shildas

Engineer Surveyor to Lloyd's Register of Shipping.



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