

B.B.

AUXILIARY ENGINE REPORT ON OIL ENGINE MACHINERY.

No. 32

REMARKS.

of writing Report 27th March 1923 When handed in at Local Office 23rd March 1923 Port of Winterthur Received at London Office SAT. APR. 7 1923

in Survey held at Winterthur Date, First Survey 25th Jan. 22 Last Survey 27th March 1923

on the Single Screw vessels See Appendix 42 Tons Gross

ster Built at Winterthur By whom built Sulzer Bros. S.A. Yard No. 5291 When built 1923

By whom made Sulzer Bros. S.A. Engine No. 5291 When made 1923

Boilers made at Winterthur By whom made Sulzer Bros. S.A. Boiler No. 5291 When made 1923

ake Horse Power 90 Owners Winterthur Port belonging to Winterthur

m. Horse Power as per Rule 14 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted No

ENGINES, &c.—Type of Engines Auxiliary Diesel Engine 2 or 4 stroke cycle 4 Single or double acting Single

imum pressure in cylinders 38 ATs. No. of cylinders 2 No. of cranks 2 Diameter of cylinders 310 mm.

gth of stroke 360 mm. Revolutions per minute 300 Means of ignition Temperature due to compression Kind of fuel used Heavy fuel oil

here a bearing between each crank Yes Span of bearings (Page 92, Section 2, par. 7 of Rules) 390 mm.

ance between centres of main bearings 620 mm. Is a flywheel fitted Yes Diameter of crank shaft journals as per Rule 166 mm.

meter of crank pins 175 mm. Breadth of crank webs as per Rule 221 mm. Thickness of ditto as per Rule 93 mm.

meter of flywheel shaft as per Rule 166 mm. Diameter of tunnel shaft as per Rule 185+200 mm. Diameter of thrust shaft as per Rule 98 mm.

meter of screw shaft as per Rule 185+200 mm. Is the screw shaft fitted with a continuous liner the whole length of the stern tube No

he after end of the liner made watertight in the propeller boss No If the liner is in more than one length are the joints burned No

he 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 No

liners are fitted, is the shaft lapped or protected between the liners No If without liners, is the shaft arranged to run in oil No

water gland fitted to stern tube No Length of stern bush No Diameter of propeller No

propeller No No. of blades No state whether moveable No Total surface No square feet No

f reversing non reversible Is a governor or other arrangement fitted to prevent racing of the engine when detached Yes Thickness of cylinder liners 24 mm.

ylinders fitted with safety valves Yes Means of lubrication Forced Are the exhaust pipes and silencers water cooled or lagged with Yes

ucting 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 No

No. of cooling water pumps No Is the sea suction provided with an efficient strainer which can be cleared No

ve vessel No No. of bilge pumps fitted to the main engines No Diameter of ditto No Stroke No

be overhauled while the other is at work No No. of auxiliary pumps connected to the main bilge lines No How driven No

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

olds, etc. No No. of ballast pumps No How driven No Sizes of pumps No

last pump fitted with a direct suction from the engine room bilges No State size No Is a separate auxiliary pump suction fitted in No

oom and size No Are all the bilge suction pipes fitted with roses No Are the roses in Engine Room always accessible No

luces on Engine Room bulkheads always accessible No Are all connections with the sea direct on the skin of the ship No

valves or cocks No Are they fixed sufficiently high on the ship's side to be seen without lifting the floor plates No

ischarge pipes above or below the deep water line No Are they each fitted with a discharge valve always accessible on the plating of the vessel No

ipes, cocks, valves and pumps in connection with the machinery accessible at all times No Are the bilge suction pipes, cocks and valves arranged so as to prevent any No

ation between the sea and the bilges No Is the screw shaft tunnel watertight No Is it fitted with a watertight door No

ed from No If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork No

of main air compressors 1 No. of stages 3 Diameters 205/180/40 Stroke 150 mm. Driven by main shaft

of auxiliary air compressors No No. of stages No Diameters No Stroke No Driven by No

of small auxiliary air compressors No No. of stages No Diameters No Stroke No Driven by No

of scavenging air pumps No Diameter No Stroke No Driven by No

eter of auxiliary Diesel Engine crank shafts as per Rule 190 mm. Are the air compressors and their coolers made so as to be easy of access Yes

RECEIVERS:—No of high pressure air receivers 1 Internal diameter 190 mm. Cubic capacity of each 20 litres

ial S.M. steel Seamless, lap welded or riveted longitudinal joint seamless Range of tensile strength 28 to 35 Tons per sq.

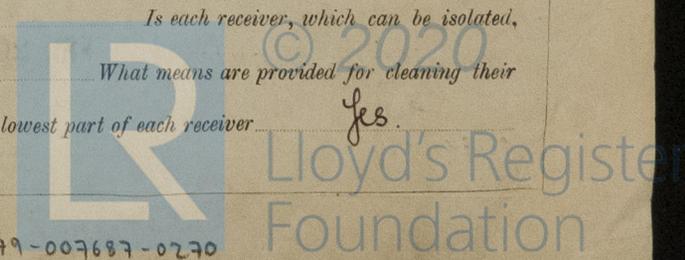
ness 10 mm. working pressure by Rules 96 ATs. No. of starting air receivers No Internal diameter No

ipp cubic capacity No Material No Seamless, lap welded or riveted longitudinal joint No

e of tensile strength No thickness No Working pressure by rules No Is each receiver, which can be isolated, No

with a safety valve as per Rule Yes Can the internal surfaces of the receivers be examined Yes What means are provided for cleaning their No

surfaces Opening 120 mm dia. at top end Is there a drain arrangement fitted at the lowest part of each receiver Yes



IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

HYDRAULIC TESTS:—

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS	17-8-22	38ATS	45ATS.	R	Test satisfactory
" " COVERS	-do-	-do-	-do-	R	-do-
" " JACKETS.....	-do-	1.	3.	R	-do-
" " PISTON WATER PASSAGES.....	✓	✓	✓	✓	✓
MAIN COMPRESSORS—1st STAGE.....	13-9-22	3.	10.	R	-do-
" 2nd "	-do-	17.5.	35.	R	-do-
" 3rd "	3-10-22.	70.	140.	R	-do-
AIR RECEIVERS—STARTING	✓	✓	✓	✓	✓
" INJECTION	24-11-22, 16-1-23.	90.	140.	H.K. R	-do-
AIR PIPES	1-3-23.	-do-	-do-	R	-do-
FUEL PIPES	-do-	-do-	-do-	R	-do-
FUEL PUMPS + VALVES.....	9-8-22	-do-	-do-	R	-do-
SILENCER	✓	✓	✓	✓	✓
" WATER JACKET	22-3-23	1.	3.	R	-do-
SEPARATE FUEL TANKS					

PLANS. Are approved plans forwarded herewith for shafting *ho 23-7-21.* Receivers *10-7-22* Separate Tanks

SPARE GEAR

The foregoing is a correct description.

Suzer Brothers Limited
Robert Allan

Manufacturer.

Dates of Survey while building
 During progress of work in shops - - } 25-1-22, 8-2-22, 10-3-22, 12-4-22, 9-5-22, 28-7-22, 9-8-22, 14-8-22, 13-9-22, 3-10-22, 16-1-23, 1-3-23, 21-3-23, 22-3-23
 During erection on board vessel - - }
 Total No. of visits

Dates of Examination of principal parts—Cylinders *26-3-23* Covers *26-3-23* Pistons *26-3-23* Rods ✓ Connecting rods *26-3-23*
 + FLYWHEEL
 Crank shaft *26-3-23* Thrust shaft Tunnel shafts Screw shaft Propeller Stern tube Engine sealings
 Engines holding down bolts Completion of pumping arrangements Engines tried under working conditions

Completion of fitting sea connections Stern tube *3656, LLOYD'S.* Screw shaft and propeller
 Material of crank shaft *M. ANNINGOT STEEL* Identification Mark on Do. *Nº 2511* 10-3-22 Material of thrust shaft Identification Mark on Do.

Material of tunnel shafts Identification Marks on Do. Material of screw shafts Identification Marks on Do.

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

Is this machinery duplicate of a previous case *ho.* If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c.) *Stock engine constructed under special survey in accordance with the requirements of the Rules, the Secretary's letters, and the approved plans materials and workmanship good. Full power trial of engine in shop satisfactory.*

Certificate (if required) to be sent to
 (The Surveys are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee ... £ : : When applied for,
 Special ... £ 15 - 0 - 0 } *3 April 1923*
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : : When received,
4 April 1923

W.S. Gallis.
 Engineer Surveyor to Lloyd's Register of Shipping

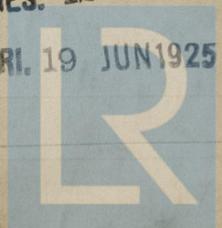
Committee's Minute

FRI. 20 FEB 1925

TUES. 12 MAY 1925

FRI. 19 JUN 1925

Assigned



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