

REPORT ON OIL ENGINE MACHINERY.

No.

123940

(Lon 12494)



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of writing Report 4/21 1952 When handed in at Local Office 4/21 1952 Port of London
 Survey held at Stamford Lines Date, First Survey 16. 11. 51 Last Survey 11. 1. 1952
 Book. Number of Visits 2
 Single on the Twin Triple Quadruple Screw vessel MS "KINGFISHER C" Tons Gross 1048 Net 719
 at Warrinhoe By whom built Jas. W. Cooke & Co Ltd Yard No. 1048 When built 1952
 nes made at Stamford By whom made Thos. Blackstone & Co Ltd Engine No. 49119 When made 1952
 ey Boilers made at Stamford By whom made Thos. Blackstone & Co Ltd Boiler No. 1048 When made 1952
 Horse Power 135 Owners Jas. W. Cooke & Co Ltd Port belonging to Hull
 Power as per Rule 27 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
 for which vessel is intended Is Electric Light fitted

ENGINES, &c. — Type of Engines 4 SCSEA (EYMER 3) 2 or 4 stroke cycle 4 Single or double acting Single
 num pressure in cylinders 720 lbs Diameter of cylinders 8 1/4" Length of stroke 11 1/2" No. of cylinders 3 No. of cranks 3
 Indicated Pressure 96 lbs Ahead Firing Order in Cylinders 1. 2. 3 Span of bearings, adjacent to the crank, measured inner edge to inner edge 10 1/4" Is there a bearing between each crank Yes Revolutions per minute 600
 wheel dia. 43 1/2" Weight 2780 lbs Moment of inertia of flywheel (lbs. in² or Kg. cm.²) 828 000 Means of ignition Compression Kind of fuel used Gas oil
 k Solid forged dia. of journals as per Rule as approved Crank pin dia. 6 3/4" Crank webs as per Rule Mid. length breadth 7 3/4" Thickness parallel to axis as fitted
 t, Semi built as fitted 6 3/4" Mid. length thickness 2 2 1/2" Thickness around eye hole as fitted
 wheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as fitted
 Shaft, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner Yes
 ze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the
 roller boss as fitted If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Yes
 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-
 sive Yes If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after
 tube shaft Yes If so, state type Yes Length of bearing in Stern Bush next to and supporting propeller Yes
 2 Yes Kind of damper, if fitted Yes
 od of reversing SLM Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of
 ation Yes Thickness of cylinder liners 19/32 Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled
 ged with non-conducting material Yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned
 1/31 to the engine Yes Cooling Water Pumps, No. 2 Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes
 Pumps worked from the Main Engines, No. 2 Diameter 10 1/2" Stroke 10 1/2" Can one be overhauled while the other is at work Yes
 ps connected to the Main Bilge Line Yes No. and size 10 1/2" How driven Yes
 cooling water led to the bilges Yes If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping
 gements Yes
 st Pumps, No. and size Yes Power Driven Lubricating Oil Pumps, including spare pump, No. and size Yes
 two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both main bilge pumps and auxiliary
 pumps, No. and size:—In machinery spaces Yes In pump room Yes
 lds, &c. Yes
 21 Yes Independent Power Pump Direct Suctions to the engine room bilges, No. and size Yes
 all the bilge suction pipes in holds and tunnel well fitted with strum-boxes Yes Are the bilge suction in the machinery spaces led from easily
 7 sible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes
 all Sea Connections fitted direct on the skin of the Ship Yes Are they fitted with valves or cocks Yes Are they fixed
 201 Yes Sufficiently high on the ship's side to be seen without lifting the platform plates Yes Are the overboard discharges above or below the deep water line Yes
 1/2 Yes Are they each fitted with a discharge valve always accessible on the plating of the vessel Yes Are the blow off cocks fitted with a spigot and brass covering plate Yes
 pipes pass through the bunkers Yes How are they protected Yes
 pipes pass through the deep tanks Yes Have they been tested as per Rule Yes
 all pipes, cocks, valves and pumps in connection with the machinery and all boiler mountings accessible at all times Yes
 3 Yes 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
 1/6 Yes Is the shaft tunnel watertight Yes Is it fitted with a watertight door Yes worked from Yes
 wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork Yes
 Air Compressors, No. 2 No. of stages 2 diameters 10 1/2" stroke 10 1/2" driven by Yes
 29 Yes Auxiliary Air Compressors, No. 2 No. of stages 2 diameters 10 1/2" stroke 10 1/2" driven by Yes
 Auxiliary Air Compressors, No. 2 No. of stages 2 diameters 10 1/2" stroke 10 1/2" driven by Yes
 provision is made for first charging the air receivers Yes
 2 Yes Charging Air Pumps, No. 2 diameter 10 1/2" stroke 10 1/2" driven by Yes
 1/2 Yes Auxiliary Engines crank shafts, diameter as per Rule as fitted Position Yes
 the auxiliary engines been constructed under special survey Yes Is a report sent herewith Yes

AIR RECEIVERS:—Have they been made under survey. *Jes.* State No. of report or certificate. *C 10888*
C 11489
C 11571
Is each receiver, which can be isolated, fitted with a safety valve as per Rule. *Jes.*
Can the internal surfaces of the receivers be examined and cleaned. *Jes.* Is a drain fitted at the lowest part of each receiver. *Jes.*
Injection Air Receivers, No. Cubic capacity of each. Internal diameter. thickness.
Seamless, welded or riveted longitudinal joint. Material. Range of tensile strength. Working pressure by Rules. Actual.
Starting Air Receivers, No. *3* Total cubic capacity. *15 Cu ft* Internal diameter. *1 1/2"* thickness. *7/16"*
Seamless, welded or riveted longitudinal joint. Material. *M.S.* Range of tensile strength. *24/28* Working pressure by Rules. Actual. *39.5*
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. Receivers. Separate fuel tanks.
(If not, state date of approval) Donkey boilers. General pumping arrangements. Pumping arrangements in machinery space.
Oil fuel burning arrangements.
Have Torsional Vibration characteristics been approved. *Jes. Engine only.* Date of approval. *7. 8. 47.*
SPARE GEAR.
Has the spare gear required by the Rules been supplied. *Jes.*
State the principal additional spare gear supplied. *Please see attached lists*
The foregoing is a correct description,
A. Hanger for **BLACKSTONE & CO. LTD.** Manufacturer.
Dates of Survey while building: During progress of work in shops - *1951 Nov 6 1952 Jan 1*
During erection on board vessel - - -
Total No. of visits. *2 (2 ships)*
Dates of examination of principal parts—Cylinders *16. 11. 57.* Covers *16. 11. 57.* Pistons *16. 11. 57.* Rods. Connecting rods *16. 11. 57.*
Crank shaft *16. 11. 57.* Flywheel shaft. Thrust shaft. Intermediate shafts. Tube shaft.
Screw shaft. Propeller. Stern tube. Engine seatings. Engine holding down bolts.
Completion of fitting sea connections. Completion of pumping arrangements. Engines tried under working conditions.
Crank shaft, material *O. H. Steel* Identification mark *7324 GA.* 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.
Identification marks on air receivers *A 18276. A. 18381. A. 18390. J.B.T. 22.9.50*
H.T. 600 lbs. W.P. 395 lbs.
Welded receivers, state Makers' Name. *Truero. Abbott & Co. (Leamington) Ltd.*
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.
Description of fire extinguishing apparatus fitted.
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. *Jes.* If so, state name of vessel. *Londan Rpt 123547.*
General Remarks (State quality of workmanship, opinions as to class, &c. *This engine has been built under survey, plans approved by the Society & in accordance with the requirements of the Rules. The used in its manufacture has been made at works approved by the Committee and under the supervision of their surveyors. The workmanship is good & the engine is in my opinion eligible for the notation A.M.C. when satisfactorily installed in vessel intended & torsional vibration characteristics of the completed installation have been approved.*
The amount of Entry Fee. *£ 353 12 6/8* When applied for. *4/2/52*
Special ... £ ... When received. *19*
Donkey Boiler Fee... £ ...
Travelling Expenses (if any) £ *3 -*
Committee's Minute. *FRI. 1 AUG 1952*
Assigned. *See J.E.Rpt.*
