

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 50695
20 AUG 1930

Received at London Office

Date of writing Report 19. 8. 1930 Port of Glasgow
When handed in at Local Office
No. in Survey held at Glasgow Date, First Survey 17. 12. 29 Last Survey 18-8-1930
Reg. Book. Number of Visits 68

Single
on the Twin Screw vessel
Triple
Quadruple
Built at Glasgow By whom built Blythwood SBC Co Yard No. 28 When built 1930
Engines made at Stockholm By whom made Aktief Atlas Diesel Engine No. 50126 When made 1930
Donkey Boilers made at Glasgow By whom made David Rowan & Co Ltd Boiler No. 930 When made 1930
Brake Horse Power 3050 Owners Rederiaktief. Oil Transporter Port belonging to Stockholm
Nom. Horse Power as per Rule 848 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
Trade for which vessel is intended carrying petroleum in bulk

OIL ENGINES, &c.—Type of Engines see Stockholm Report 2 or 4 stroke cycle Single or double acting

Maximum pressure in cylinders Diameter of cylinders Length of stroke No. of cylinders No. of cranks
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge Is there a bearing between each crank
Revolutions per minute Flywheel dia. Weight Means of ignition Kind of fuel used

Crank Shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank Webs Mid. length breadth Mid. length thickness shrunk Thickness parallel to axis Thickness around eyehole

Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted 13.903" Thrust Shaft, diameter at collars as per Rule as fitted 4.53

Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted 15.451" Is the tube shaft fitted with a continuous liner yes

Bronze Liners, thickness in way of bushes as per Rule as fitted .772" Thickness between bushes as per rule as fitted .879" Is the after end of the liner made watertight in the

propeller boss yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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 yes

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 the tube

shaft no If so, state type Length of Bearing in Stern Bush next to and supporting propeller 5.4"

Propeller, dia. 17.6" Pitch 11.10" No. of blades 4 Material Bronze whether Moveable no Total Developed Surface 86 sq. feet

Method of reversing Engines Is a governor or other arrangement fitted to prevent racing of the engine when declutched Means of lubrication

Thickness of cylinder liners Are the cylinders fitted with safety valves Are the exhaust pipes and silencers water cooled or lagged with non-conducting 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

Cooling Water Pumps, No. 2 gasol. cooling pumps Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes

Bilge Pumps worked from the Main Engines, No. 1 Diameter 230 Stroke 290 Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and Size Two duplex bilge pumps - 8-8 1/2 x 8 and one ballast pump steam

Ballast Pumps, No. and size 1 @ 10"-11" x 10" duplex Lubricating Oil Pumps, including Spare Pump, No. and size 2 @ 8-8 1/2 x 8 duplex

Are two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Pumps, No. and size:—In Machinery Spaces 2 @ 3 1/4 & 1 @ 3" In Pump Room

In Holds, &c. Main pump room - 2 @ 2 1/2" Pump room in fore hold - 1 @ 2" Fore hold - 2 @ 2" Fore hold - 2 @ 2" Fore hold - 1 @ 3"

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 @ 5" Are the Bilge Suctions in the Machinery Spaces

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes strum in pump room Are the Bilge Suctions 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 yes

Are all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks both

Are they fixed 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 above

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

What pipes pass through the bunkers none How are they protected

What pipes pass through the deep tanks cargo pipes only 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 yes

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 yes Is the Shaft Tunnel watertight none Is it fitted with a watertight door worked from

If 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. No. of stages Diameters Stroke Driven by

Auxiliary Air Compressors, No. See London Report No. of stages Diameters Stroke Driven by

Small Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

Scavenging Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule as fitted

IR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Is a drain fitted at the lowest part of each receiver

Can the internal surfaces of the receivers be examined and cleaned High Pressure Air Receivers, No. Cubic capacity of each Internal diameter thickness

Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules Actual

Starting Air Receivers, No. Two Total cubic capacity See glo Rpt. No. 50586 attached hereto & glo Rpt. No. 50265 forwarded to Lon-35-3-30 by Rules Working pressure Actual

Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules Actual

IS A DONKEY BOILER FITTED? yes two

If so, is a report now forwarded? yes

Is the donkey boiler intended to be used for domestic purposes only no

PLANS. Are approved plans forwarded herewith for Shafting no
(If not, state date of approval)

Receivers with separate tanks Separate Tanks yes

Donkey Boilers yes

General Pumping Arrangements yes

Oil Fuel Burning Arrangements yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied yes except cylinders cover studs and nuts (one set of 12) see below

State the principal additional spare gear supplied one propeller shaft and one propeller. in addition to articles included in approved list see Stockholm Rpt. N° 3252.

The foregoing is a correct description,

For David Rowan & Co. Ltd
Agent N. Grierson

Manufacturer.

Dates of Survey while building
During progress of work in shops -- 1929 Dec 17 (1930) Jan 9 22 24 28 Feb 10 11 18 19 21 25 27 Mar 3 11 12 14 17 19 21 24 26 28 Apr 1 2 3 7 8 9 11 14 15 17 29 May 2 12 15 21 23 27 June 2 4 6 10 13 16 17 19 20 23 26 30 July 1 2 3 5 7 8 10
During erection on board vessel -- 11 14 16 23 29 Aug 6 9 12 13 18
Total No. of visits 68

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

Crank shaft — 8 Flywheel shaft — Thrust shaft — Intermediate shafts 24-3-30 Tube shaft —

Screw shaft 11-4-30 Propeller 11-4-30 Stern tube 2-4-30 Engine seatings 2-5-30 Engines holding down bolts 26-6-30

Completion of fitting sea connections 2-5-30 Completion of pumping arrangements 10-7-30 Engines tried under working conditions 18-8-30

Crank shaft, Material — Identification Mark — Flywheel shaft, Material — Identification Mark LLOYDS N° 3457 24-3-30 L.C.D.

Thrust shaft, Material — Identification Mark — Intermediate shafts, Material 2 Steel Identification Marks LLOYDS N° 3457 L.C.D. 11-4-30

Tube shaft, Material — Identification Mark — Screw shaft, Material 2 Steel Identification Mark

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 Kauker 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 except as regards engine. see Stockholm Rpt. N° 3252

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.)

19/8/30. The engine have been satisfactorily fitted in the vessel. tried under working condition and found good.

The machinery is eligible in my opinion for classification and the Rules LMC 8,3 2 DB 150 LBS. — Subject to the spare cylinder cover studs and nuts being put on board at the earliest opportunity. (see below)

NOTE The spare cylinder cover studs and nuts (a set of twelve) have been lost in transit. the Owner's representative states that these will be replaced at the earliest opportunity and in view of the fact that the engines can be run with one or two cylinders out of action, the arrangement is in my opinion satisfactory.

The amount of Entry Fee .. £ 6 :

Proportion of ... £ 25 :

Donkey Boiler Fee ... £ 23 :

Travelling Expenses (if any) £ :

When applied for, 1 AUG 1930

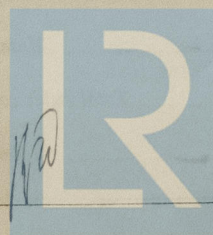
When received, 22/8/30

Committee's Minute GLASGOW 19 AUG 1930

Assigned + L.M.C. 8,30 subject to 2 DB-150lb.

S. Davis

Engineer Surveyor to Lloyd's Register of Shipping.



© 2020

Lloyd's Register Foundation