

## REPORT ON OIL ENGINE MACHINERY.

No. 53209.

25 NOV 1945

Received at London Office

HULL

of writing Report

19

When handed in at Local Office

19

Port of

in Survey held at

GAINSBOROUGH - HUMBER

Date, First Survey

27. 3. 45

Last Survey

31. 10. 19 45.

Number of Visits

4.

on the Single  
Twin  
Triple  
Quadruple

Screw vessel H.M. "T.R.V. 6".

Tons { Gross 193  
Net 59.

at GAINSBOROUGH

By whom built J.S. Watson (GAINSBOROUGH) &amp; Co. Yard No. 1549. When built 1945.

Machinery made at KEIGHTLEY

By whom made H. Widdop &amp; Co. Ltd

Engine No. 4374 When made 1945.

Key Boilers made at NONE.

By whom made —

Boiler No. — When made —

Horse Power 300.

Owners THE ADMIRALTY

Port belonging to

Horse Power as per Rule 139.

Is Refrigerating Machinery fitted for cargo purposes No.

Is Electric Light fitted Yes.

for which vessel is intended

ENGINES, &amp;c. — Type of Engines For particulars of Main and 2 or 4 stroke cycle Single or double acting

Mean pressure in cylinders Auxiliary Engines please see LEEDS Rpt. No. 124.

Indicated Pressure

Diameter of cylinders

Length of stroke

No. of cylinders

No. of cranks

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

Crankshaft, { Solid forged  
Semi built  
All built

dia. of journals

as per Rule

as fitted

Crank pin dia.

Crank Webs

Mid. length breadth

Mid. length thickness

Thickened parallel to axis

shrunk Thickened around eyehole

Main Shaft, diameter

as per Rule

as fitted

Intermediate Shafts, diameter

as per Rule

as fitted

Thrust Shaft, diameter at collars

as per Rule

as fitted

Propeller Shaft, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

Is the { tube { shaft fitted with a continuous liner {

No. ✓

Liner thickness in way of bushes

as per Rule

as fitted

Thickness between bushes

as per Rule

as fitted

Is the after end of the liner made watertight in the

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

If 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

Yes. ✓ If so, state type Dry. No. 3536. Approved 27/10/41. Length of Bearing in Stern Bush next to and supporting propeller 17 1/2"

Propeller, dia. 56". Pitch 43". No. of blades 4. Material C.I. whether Moveable Solid. Total Developed Surface 9 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

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

Suction Water Pumps, No. M.E. 4 1/2" Dia. 3" Stroke. Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes.

Main Bilge Pump 4 1/2" x 3" &amp; Aux. Drive G.S. Pump.

Pumps worked from the Main Engines, No. ONE

Diameter 4 1/2"

Stroke 3"

Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line { No. and Size M.E. 4 1/2" Dia. 3" Stroke Centrifugal pump attached to Starboard Auxiliary

How driven 4 1/2" line Down on Pump.

Cooling water led to the bilges No.

If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping

Pumps, No. and size 3 1/2" x 3" &amp; 2 1/2" x 3" Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 3 @ 1 1/4" Bore x 3" Stroke.

two independent means arranged for circulating water through the Oil Cooler Yes.

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Pipes, No. and size: — In Machinery Spaces 3 @ 2 1/2" Bore

In Pump Room None

Folds, &amp;c. 3 @ 2 1/2"

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 3 @ 2 1/2"

All the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes.

Are the Bilge Suctions in the Machinery Spaces

from easily accessible 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 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 At. W.L.

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 No. M.K. 32.

At pipes pass through the bunkers 3. Hold Suction Fire Service F.P. Suction discharge. 1 1/2" Suction from Hold Bilge Well

At pipes pass through the deep tanks None. How are they protected (oil fuel lines pipes not protected)

Have they been tested as per Rule

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

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

apartment to another Yes. Is the Shaft Tunnel watertight None Is it fitted with a watertight door worked from

If the vessel is 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. As LEEDS No. of stages Diameters Stroke Driven by

Auxiliary Air Compressors, No. Rpt. 124. No. of stages Diameters Stroke Driven by

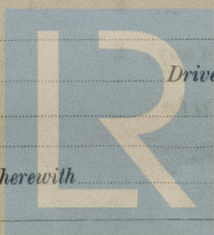
Small Auxiliary Air Compressors, No. — No. of stages Diameters Stroke Driven by

What provision is made for first Charging the Air Receivers

Scavenging Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule No. Position

Have the Auxiliary Engines been constructed under special survey Is a report sent herewith



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AIR RECEIVERS:—Have they been made under survey Yes.

Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes.

State No. of Report or Certificate See Leeds Rpt 124

Can the internal surfaces of the receivers be examined and cleaned —

Is a drain fitted at the lowest part of each receiver Yes.

Injection 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

Starting Air Receivers, No. 2 @ 7 1/2 cu ft.

2 @ 3.85 cu ft.

Total cubic capacity

18.17.85.

Internal diameter

2 @ 12 1/2"

thickness

1/2" and

Seamless, lap welded or riveted longitudinal joint

Seamless.

Material Mild Steel

Range of tensile strength

28/32 tons

Working pressure

by Rules

Actual

350

IS A DONKEY BOILER FITTED? No.

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 See Leeds Rpt 124 Receivers

(If not, state date of approval)

Separate Fuel Tanks

Donkey Boilers

General Pumping Arrangements

Pumping Arrangements in Machinery Space

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes.

State the principal additional spare gear supplied A specification.

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building  
During progress of work in shops --  
During erection on board vessel --  
Total No. of visits 4.

Dates of Examination of principal parts—Cylinders

Covers

Pistons

Rods

Connecting rods

Crank shaft

Flywheel shaft

Thrust shaft

19.6.45.

Intermediate shafts

19.6.45

Tube shaft

Screw shaft

19.6.45.

Propeller

24.7.45.

Stern tube

24.7.45.

Engine seatings

19.6.45.

Completion of fitting sea connections

24.7.45.

Completion of pumping arrangements

22.8.45.

Engines holding down bolts

19.6.45.

Crank shaft, Material

Identification Mark

Flywheel shaft, Material

Identification Mark

Thrust shaft, Material

Identification Mark

2347. D.R.W.

Intermediate shafts, Material

Identification Marks

505 D.R.

Tube shaft, Material

Identification Mark

Screw shaft, Material

Identification Mark

829 D.R.

Identification Marks on Air Receivers

C.T. Co. 878560.

Aug. 22.3.42.

Taked. 27.5.42.

T.P. 1000.

C.T. Co. 890442.

Aug 18.4.40.

Taked 9.5.40.

T.P. 1000.

Lod.

1153.

Taked 18.6.43.

N.B. 43/81/42.

T.P. 1000

W.P. 400.

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 No.

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 Yes.

If so, state name of vessel Water Yard No. 1527. (Leeds Rpt. No 24.)

General Remarks (State quality of workmanship, opinions as to class, &c.)

This Engine, having been constructed under special survey, of tested material in accordance with the Secretary's letters, approved plans, and Rule requirements, and the machinery and auxiliaries being now fitted aboard, and tried under full power at the moorings, and subsequently in the HUMBER with satisfactory results is, in my opinion, eligible, when classed to have the records of LMC 10.45. & T.S. O.G.

The amount of Entry Fee .. £

Special ... £ 29 : -

Donkey Boiler Fee ... £

Travelling Expenses (if any) £

When applied for, 27 NOV 1945

When received, 19

Committee's Minute

Assigned + LMC 10.45 Oil Eng. O.G.

Engineer Surveyor to Lloyd's Register of Shipping.



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