

REPORT ON OIL ENGINE MACHINERY.

No 124.

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23-5 - 1945 When handed in at Local Office 24-5-1945 Port of LEEDS.

Date, First Survey 28-4-44 Last Survey 20-4-1945 Number of Visits 6

Survey held at Keighley on the T.R.V.6. Screw vessel Tons Gross Net

By whom built J.S. Watson (Gainsborough) Yard No. 1549 When built 1945

By whom made H. Widdop & Co. Ltd. Engine No. 4374 When made 1945

Boiler No. - When made -

Owners - Port belonging to -

Is Refrigerating Machinery fitted for cargo purposes - Is Electric Light fitted Yes

ENGINE, &c. Type of Engines Airless injection heavy oil 2 or 4 stroke cycle 2 Single or double acting Single

Maximum pressure in cylinders 700 lbs/sq. in. Diameter of cylinders 11,5" Length of stroke 13,5" No. of cylinders 6 No. of cranks 6

Indicated Pressure 50,5 lbs/sq. in. Is there a bearing between each crank Yes

Revolutions per minute 350 Flywheel dia. 34,75" Weight 14,5" cwt Kind of fuel used heavy oil

Crank Shaft, Solid forged dia. of journals 6,2" as per Rule 6,75" as fitted Crank pin dia. 6,75" Crank Webs Mid. length breadth 9" Thickness parallel to axis -

Intermediate Shafts, diameter 4,1" as per Rule 4,75" as fitted Thrust Shaft, diameter at collars 4,1" as per Rule 4,75" as fitted

Screw Shaft, diameter 4,42" as per Rule 4,5" as fitted Is the shaft fitted with a continuous liner No.

Bronze Liners, thickness in way of bushes 4 3/4" as per Rule Thickness between bushes - Is the after end of the liner made watertight in the

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

the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with an elastic material insoluble in water and non-corrosive -

two liners are fitted, is the shaft lapped or protected between the liners - Is an approved ORBITAL appliance fitted at the after end of the tube

Yes - If so, state type Drg. No. 3536 Approved 27-10-41 Length of Bearing in Stern Bush next to and supporting propeller 17 1/4"

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

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

forced Thickness of cylinder liners 1,125" Are the cylinders fitted with safety valves Yes 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. One 4,25" dia x 3" stroke Spare 3. the sea suction provided with an efficient strainer which can be cleared within the vessel -

Bilge Pumps worked from the Main Engines, No. One Diameter 4,25" Stroke 3" Can one be overhauled while the other is at work -

Pumps connected to the Main Bilge Line No. and Size - How driven - (one on main engine 2 1/2" bore x 3" stroke

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

arrangements - One Double acting on aux. eng. No. 4213 1 1/2" bore x 3" stroke.

Ballast Pumps, No. and size - Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size -

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

Pumps, No. and size: - In Machinery Spaces - In Pump Room -

In Holds, &c. - Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size -

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

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

Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates - Are the Overboard Discharges above or below the deep water line -

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel - Are the Blow Off Cocks fitted with a spigot and brass covering plate -

What pipes pass through the bunkers - How are they protected -

What pipes pass through the deep tanks - 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 -

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 - Is the Shaft Tunnel watertight - 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. One No. of stages 2 Diameters 6" & 2,75" Stroke 3" Driven by Main Engine

Auxiliary Air Compressors, No. One No. of stages 2 Diameters 6" & 2,75" Stroke 3" Driven by Aux. Engine

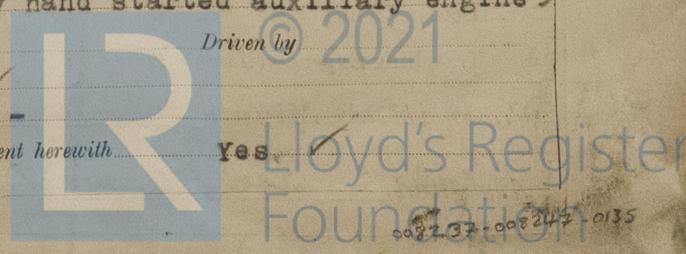
Small Auxiliary Air Compressors, No. - No. of stages - Diameters - Stroke - Driven by -

What provision is made for first Charging the Air Receivers Auxiliary air compressor driven by hand started auxiliary engine

Scavenging Air Pumps, No. Underside of pistons Diameter - Stroke - Driven by -

Auxiliary Engines crank shafts, diameter 3" as per Rule 2,21" as fitted 2,25" No. 2 Position -

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



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