

# REPORT ON OIL ENGINE MACHINERY

No. 18824

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of writing Report **7th Aug. 1952** When handed in at Local Office **7th Aug. 1952** Port of **BRISTOL**

in Survey held at **Bristol** Date, First Survey **7th January** Last Survey **8th July**, 1952  
 Book. **Bristol** Number of Visits **14**

Single on the Tonnage Triple Quadruple **Scraper vessel - Dumb Cutter Suction Dredger Yard No. 380** Tons Gross **364** Net **364**

at **Bristol** By whom built **Chas. Hill & Sons Ltd.** Yard No. **380** When built **1952**

ines made at **Colchester** By whom made **Davey Paxman & Co., Ltd.** Engine No. **52575** When made **1951**

key Boilers made at **-** By whom made **-** Boiler No. **-** When made **-**

ce Horse Power **364** Owners **Nelson Harbour Board** Port belonging to **Nelson, N.Z.**

Power as per Rule **-** Is Refrigerating Machinery fitted for cargo purposes **No** Is Electric Light fitted **Yes**

for which vessel is intended **dredger**

ENGINES, &c. — Type of Engines **heavy oil, see Ipswich Report 123838 for main suction pump engine** 2 or 4 stroke cycle **-** Single or double acting **-**

um pressure in cylinders **-** Diameter of cylinders **-** Length of stroke **-** No. of cylinders **-** No. of cranks **-**

Indicated Pressure **-** Ahead Firing Order in Cylinders **-** Span of bearings, adjacent to the crank, measured inner edge to inner edge **-** Is there a bearing between each crank **-** Revolutions per minute **-**

eel dia. **-** Weight **-** Moment of inertia of flywheel (lbs. in<sup>2</sup> or Kg. cm.<sup>2</sup>) **-** Means of ignition **-** Kind of fuel used **-**

Solid forged dia. of journals **-** Crank pin dia. **-** Crank webs Mid. length breadth **-** Thickness parallel to axis **-**  
 Semi built as per Rule **-** as fitted **-** Mid. length thickness **-** Thickness around eyehole **-**  
 All built as fitted **-**

eel Shaft, diameter as per Rule **-** Intermediate Shafts, diameter as per Rule **-** Thrust Shaft, diameter at collars as fitted **-**  
 as fitted **-** as fitted **-** as per Rule **-**

Shaft, diameter as per Rule **-** Screw Shaft, diameter as per Rule **-** Is the (tube screw) shaft fitted with a continuous liner **none** ✓  
 as fitted **-** as fitted **none** ✓

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

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-oxidizing **-** 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 tube shaft **none** If so, state type **-** Length of bearing in Stern Bush next to and supporting propeller **-**

ller, dia. **none** ✓ Pitch **-** No. of blades **-** Material **-** whether moveable **-** Total developed surface **-** sq. feet

of inertia of propeller (lbs. in<sup>2</sup> or Kg. cm.<sup>2</sup>) **-** Kind of damper, if fitted **-**

d of reversing Engines **-** Is a governor or other arrangement fitted to prevent racing of the engine when declutched **Yes** ✓ Means of operation **forced** Thickness of cylinder liners **-** Are the cylinders fitted with safety valves **Yes** ✓ Are the exhaust pipes and silencers water cooled with non-conducting material **lagged** If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned to the engine **-** Cooling Water Pumps, No. **ME one GS one** Is the sea suction provided with an efficient strainer which can be cleared within the vessel **Yes**

Pumps worked from the Main Engines, No. **none** ✓ Diameter **-** Stroke **-** Can one be overhauled while the other is at work **-**

connected to the Main Bilge Line (No. and size **one flushing pump 40 t/hr one G.S. pump 19 t/hr.** How driven **stbd. auxiliary port auxiliary**

ooling 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 arrangements **-**

Pumps, No. and size **none** ✓ Power Driven Lubricating Oil Pumps, including spare pump, No. and size **2 each engine**

o independent means arranged for circulating water through the Oil Cooler **none** ✓ Suctions, connected to both main bilge pumps and auxiliary pumps, No. and size:—In machinery spaces **one 4" direct, one 2 1/2" direct two 2"** In pump room **-**

xxxbuooyancy space **stbd. two 2" Port two 2" accommodation one 2" port and stbd. cofferdam one 2" p & s.**

ndent Power Pump Direct Suctions to the engine room bilges, No. and size **one 4" and one 2 1/2"**

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 accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges **Yes** ✓

Sea Connections fitted direct on the skin of the Ship **on stools** Are they fitted with valves or cocks **valves** ✓ Are they fixed 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** ✓

y 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 **-** ✓

ipes pass through the bunkers **none** ✓ How are they protected **-**

ipes pass through the deep tanks **-** ✓ Have they been tested as per Rule **-** ✓

pipes, cocks, valves and pumps in connection with the machinery **accessible at all times** **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 or from one compartment to another **Yes** ✓ Is the shaft tunnel watertight **none** ✓ Is it fitted with a watertight door **-** ✓ worked from **-**

od vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork **-**

Air Compressors, No. **-** No. of stages **-** diameters **-** stroke **-** driven by **-**

ry Air Compressors, No. **one** ✓ No. of stages **driven by port auxiliary** stroke **-** driven by **-**

Auxiliary Air Compressors, No. **-** No. of stages **-** diameters **-** stroke **-** driven by **-**

rovision is made for first charging the air receivers **none**

ging Air Pumps, No. **none** ✓ diameter **-** stroke **-** driven by **-**

ry Engines crank shafts, diameter as per Rule **stbd. auxiliary Ipswich rpt. 124359 two** driven by **-**  
 as fitted **port auxiliary Nottingham cert 14243** Position **one port & one starboard**

auxiliary engines been constructed under special survey **Yes** Is a report sent herewith **Yes**



