

## REPORT ON OIL ENGINE MACHINERY.

(Lon) No. 124711

Received at London Office 23 MAY 1952  
of writing Report 17/3/52. 16 10/5/52. 21/5/ 19 57 Port of IPSWICH.  
in Survey held at WIYENHOE Date, First Survey 26/10/51. Last Survey 11/3/52.19  
Book. Number of Visits 10

on the ~~Single~~ ~~Triple~~ ~~Quadruple~~ Screw vessel MOTOR TANKER BARGE "KESTREL C"  
Tons Gross 73.54  
Net 45.96

at WIYENHOE By whom built JAMES COOK (WIYENHOE) LD. Yard No. 1047 When built 1951.  
ines made at STAMFORD By whom made BLACKSTONE & CO. LD. Engine No. 49120 When made 1951.  
key Boilers made at ✓ By whom made ✓ Boiler No. ✓ When made ✓  
ke Horse Power 135 Owners James W. Cook & Co. Ltd. Port belonging to HULL  
Horse Power as per Rule 27. Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES  
e for which vessel is intended CANAL (ARE & CALDER)

ENGINES, &c.—Type of Engines ✓ 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 ✓  
f bearings, adjacent to the Crank, measured from inner edge to inner edge ✓ Is there a bearing between each crank ✓  
tions per minute ✓ Flywheel dia. ✓ Weight ✓ Means of ignition ✓ Kind of fuel used ✓  
Shaft, dia. of journals as per Rule ✓ Crank pin dia. ✓ Crank Webs Mid. length breadth ✓ Thickness parallel to axis ✓  
as fitted ✓ Mid. length thickness ✓ Thickness around eyehole ✓  
eel Shaft, diameter as per Rule ✓ Intermediate Shafts, diameter as per Rule ✓ Thrust Shaft, diameter at collars as per Rule ✓  
as fitted ✓ as fitted ✓ as fitted ✓  
Shaft, diameter as per Rule ✓ Screw Shaft, diameter as per Rule APP. ✓ Is the { tube } shaft fitted with a continuous liner { No ✓  
as fitted ✓ as fitted ✓ 4 1/8" { screw }

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  
as fitted ✓ as fitted ✓  
er 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-corrosive ✓  
liners are fitted, is the shaft lapped or protected between the liners ✓ Is an approved Oil Gland or other appliance fitted at the after  
the tube shaft YES ✓ Length of Bearing in Stern Bush next to and supporting propeller 16 3/4" ✓

ller, dia. 6.2" ✓ Pitch 36 No. of blades 4 Material BRONZE whether Moveable No Total Developed Surface 1150 D" sq. feet  
d 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  
ducting material LAGGED If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine ✓

g Water Pumps, No. ✓ Two Is the sea suction provided with an efficient strainer which can be cleared within the vessel YES

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

s connected to the Main Bilge Line { No. and Size One 2" Suction "Mono" Pumps. 15 tons/hour.  
How driven Chain driven thru clutch by Auxiliary Engine

t Pumps, No. and size. Lubricating Oil Pumps, including Spare Pump, No. and size ✓

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

No. and size:—In Machinery Spaces 2" bilge suction connected to Aux Bilge Pumps and Main Engine Circulating Pumps.  
s, &c. Cargo tanks each fitted 4" suction connected to Cargo Pumps only. Hand pumps to E.R. Cofferdams & Peak Space.

ndent Power Pump Direct Suctions to the Engine Room Bilges, No. and size none

the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes. YES ✓ Are the Bilge Suctions in the Machinery Spaces

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 YES ✓ Are they fitted with Valves or Cocks BOTH ✓

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 ✓

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 ✓

oes pass through the bunkers NONE ✓ How are they protected ✓

oes pass through the deep tanks. NONE ✓ Have they been tested as per Rule ✓

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times YES ✓

angement 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  
ent to another. YES ✓ Is the Shaft Tunnel watertight. NONE Is it fitted with a watertight door ✓ worked from ✓

d vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork ✓

ir Compressors, No. 1 ✓ No. of stages 1 Diameters 1 5/8 Stroke 2 Driven by ✓ belt in main engine

ry Air Compressors, No. 1 ✓ No. of stages 1 Diameters 3 1/4 Stroke 3 1/4 Driven by Aux engine

uxiliary Air Compressors, No. 1 ✓ No. of stages 1 Diameters Stroke Driven by

ging Air Pumps, No. none. Diameter Stroke Driven by

ary Engines crank shafts, diameter as per Rule  
as fitted

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule YES

ne internal surfaces of the receivers be examined YES ✓ What means are provided for cleaning their inner surfaces HAND HOLE DOOR

re a drain arrangement fitted at the lowest part of each receiver YES ✓

Pressure Air Receivers, No. ✓ Cubic capacity of each Internal diameter thickness

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

ing Air Receivers, No. THREE ✓ Total cubic capacity 15 cu ft. Internal diameter 17 1/8 thickness 5/16

ss, lap welded or riveted longitudinal joint See Sheffield's C. 11016 C. 11223 & C. 11218. Working pressure by Rules



IS A DONKEY BOILER FITTED? ☒

If so, is a report now forwarded? ☒

PLANS. Are approved plans forwarded herewith for Shafting *Frank 7/8/47 TS. 30/1/50* Receivers ☒

Separate Tanks ☒

Donkey Boilers ☒

General Pumping Arrangements *20/6/50.*

Oil Fuel Burning Arrangements ☒

SPARE GEAR *As required by rules.* ☒

The foregoing is a correct description,

For and on behalf of  
JAMES W. COOK & Co. (Wivenhoe) LTD.

Manufacturer.

GENERAL MANAGER

Dates of Survey while building { During progress of work in shops - - *2/10/51. 17/10/51.*  
During erection on board vessel - - *26/10/51. 5/11/51. 14/11/51. 26/11/51. 5/12/51. 11/12/51. 4/1/52. 18/2/52. 22/2/52.*  
Total No. of visits

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

Crank shaft ☒ Flywheel shaft ☒ Thrust shaft ☒ Intermediate shafts ☒ Tube shaft ☒

Screw shaft *30/4/51.* Propeller *30/4/51.* Stern tube *30/4/51.* Engine seatings *26/10/51.* Engines holding down bolts *5/12/51.*

Completion of fitting sea connections *26/10/51.* Completion of pumping arrangements *22/2/52.* Engines tried under working conditions *22/2/52.*

Crank shaft, Material ☒ Identification Mark ☒ Flywheel shaft, Material ☒ Identification Mark ☒

Thrust shaft, Material ☒ Identification Mark ☒ Intermediate shafts, Material ☒ Identification Marks ☒

Tube shaft, Material ☒ Identification Mark ☒ Screw shaft, Material *Steel* Identification Mark *RMCL. 9*

Is the flash point of the oil to be used over 150° F. *Yes.* ☒

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.)

*The machinery of this ship has been built under survey in accordance with plans approved and the requirements of the rules, and satisfactorily installed on board. Materials used are sound & of good description, and material tests have been carried out in accordance with rule requirements. The workmanship is good, and satisfactory trials have been carried out of main & auxiliary machinery, under working conditions with the ship in light condition. This machinery installation is in my opinion eligible for the notation +LMC.*

*Vertical vibration characteristics approved for service speeds of 600 RPM with corresponding propeller speeds of 308 RPM. as per Secretan's ltr dated 28/3/52. No gear hammer being observed on trials*

The amount of Entry Fee ... £ : : When applied for,  
1/3 Special ... £ *6 : 13 : 4* *21/5/1952*  
Donkey Boiler Fee ... £ : : When received,  
Travelling Expenses (if any) £ *3 - 3 - 0* *19*

Committee's Minute

FRI. 20 JUN 1952

Assigned *+LMC 3.52 Oil Eng. Subject*

*O.G.*

Engineer Surveyor to Lloyd's Register of Shipping



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Foundation