

REPORT ON OIL ENGINE MACHINERY.

(Lon) No. 124711

Received at London Office 23 MAY 1952

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of writing Report 17/3/52. 16 10/5/52. 21/5/51 19 57 Port of IPSWICH.

in Survey held at WIVENHOE Date, First Survey 26/10/51. Last Survey 11/3/52.19

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

at WIVENHOE By whom built JAMES COOK (WIVENHOE) 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

Ice 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

urpose 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 as fitted Crank pin dia. Crank Webs Mid. length breadth Mid. length thickness Thickness parallel to axis Thickness around eyehole

eel 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

Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted 4 1/8" Is the tube screw shaft fitted with a continuous liner No

er Liners, 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

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 0" 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 thro' clutch by Auxiliary Generator 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 Pump only. Hand pumps to S.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 7/8 Stroke 2 Driven by V belt on main engine

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

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

ging Air Pumps, No. none Diameter Stroke Driven by

ary Engines crank shafts, diameter as per Rule as fitted See Bristol Report No 18591.

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

the 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

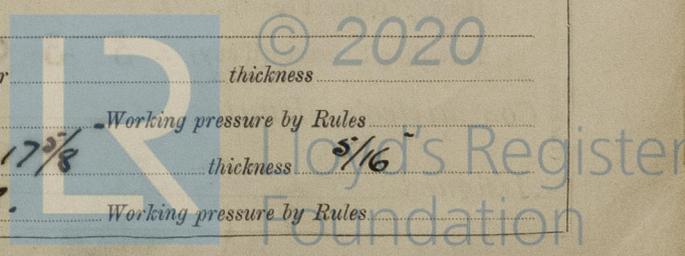
Pressure Air Receivers, No. Cubic capacity of each Internal diameter thickness

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

ng Air Receivers, No. THREE Total cubic capacity 15 cu ft. Internal diameter 1 7/8 thickness 5/16

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

116.52



IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting *Crank 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 - -	<i>2/10/51. 17/10/51.</i>
		During erection on board vessel - -	<i>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.</i>
		Total No. of visits	

Dates of Examination of principal parts—Cylinders	<input checked="" type="checkbox"/>	Covers	<input checked="" type="checkbox"/>	Pistons	<input checked="" type="checkbox"/>	Rods	<input checked="" type="checkbox"/>	Connecting rods	<input checked="" type="checkbox"/>
Crank shaft	<input checked="" type="checkbox"/>	Flywheel shaft	<input checked="" type="checkbox"/>	Thrust shaft	<input checked="" type="checkbox"/>	Intermediate shafts	<input checked="" type="checkbox"/>	Tube shaft	<input checked="" type="checkbox"/>
Screw shaft	<i>30/4/51.</i>	Propeller	<i>30/4/51.</i>	Stern tube	<i>30/4/51.</i>	Engine seatings	<i>26/10/51.</i>	Engines holding down bolts	<i>3/12/51.</i>
Completion of fitting sea connections	<i>26/10/51.</i>	Completion of pumping arrangements	<i>22/2/52.</i>	Engines tried under working conditions	<i>22/2/52.</i>				
Crank shaft, Material	<input checked="" type="checkbox"/>	Identification Mark	<input checked="" type="checkbox"/>	Flywheel shaft, Material	<input checked="" type="checkbox"/>	Identification Mark	<input checked="" type="checkbox"/>		
Thrust shaft, Material	<input checked="" type="checkbox"/>	Identification Mark	<input checked="" type="checkbox"/>	Intermediate shafts, Material	<input checked="" type="checkbox"/>	Identification Marks	<input checked="" type="checkbox"/>		
Tube shaft, Material	<input checked="" type="checkbox"/>	Identification Mark	<input checked="" type="checkbox"/>	Screw shaft, Material	<i>Steel</i>	Identification Mark	<i>RMCL. 9</i>		

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 speed of 600 RPM with corresponding propeller speed of 308 RPM. as per Secretan's letter dated 28/3/52. No gear hammer being observed on trials

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

W. J. Russell
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute

FRI. 20 JUN 1952

Assigned *+LMC 3.52 Oil Eng. Subject*

D.G.



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Certificate (if required) to be sent to
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

7-12-52