

REPORT ON OIL ENGINE MACHINERY.

No. 26650
MAR 17 1938

Received at London Office

Date of writing Report 9/3 1938 When handed in at Local Office 10 Port of Rotterdam
 No. in Survey held at Kapelle 24 Ynd Date, First Survey 20/12 '37 Last Survey 26/2 1938
 Reg. Book. Single on the Triple Screw vessel ms "KERLOGUE" Tons { Gross 335
Quadruple Net 171
 Built at Kapelle 24 Ynd By whom built Mens A. Vuyt's Loom's Yard No. 642 When built 1937/38
435539
 Engines made at Cologne By whom made Mens Humboldt Engine No. When made 1937
Deutscher Maschinen A.G.
 Donkey Boilers made at ✓ By whom made ✓ Boiler No. ✓ When made ✓
 Brake Horse Power 300 B.H.P. Owners Wesford Steamship Co Ltd Port belonging to Wesford
 Nom. Horse Power as per Rule 71 NHP Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted yes
 Trade for which vessel is intended seagoing trade

OIL ENGINES, &c.—Type of Engines Heavy oil engine RV 6 M 345 ✓ 2 or 4 stroke cycle 4 Single or double acting single ✓
 Maximum pressure in cylinders please see Surindan Report No 100
 Mean Indicated Pressure ✓ Diameter of cylinders ✓ Length of stroke ✓ No. of cylinders ✓ No. of cranks ✓
 Span of bearings, adjacent to the Crank, measured from inner edge to inner edge ✓ Is there a bearing between each crank ✓
 Revolutions per minute 300 ✓ Flywheel dia. ✓ Weight ✓ Means of ignition Compression Kind of fuel used Diesel oil ✓
 Crank Shaft, dia. of journals as per Rule ✓ Crank pin dia. ✓ Crank Webs Mid. length breadth ✓ Thickness parallel to axis ✓
as fitted ✓ Mid. length thickness ✓ shrunk ✓ Thickness around eye-hole ✓
 Flywheel 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 140 mm ✓
 Tube Shaft, diameter as per Rule ✓ Screw Shaft, diameter as per Rule ✓ Is the tube shaft fitted with a continuous liner { ✓
as fitted ✓ as fitted 140 ✓ screw } no ✓
133 at large end & 130 at small end
 Bronze 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 ✓
 propeller boss ✓ 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 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 end of the tube
 shaft ✓ If so, state type ✓ Length of Bearing in Stern Bush next to and supporting propeller 560 mm ✓
 Propeller, dia. 1700 mm Pitch 900-1122 mm No. of blades 4 Material bronze whether Moveable no Total Developed Surface 1,150 M² ✓
 Method of reversing Engines directly by hand Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication
✓ Thickness of cylinder liners ✓ Are the cylinders fitted with safety valves yes ✓ Are the exhaust pipes and silencers water cooled or lagged with
 non-conducting material ✓ If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine exhaust funnel ✓
 Cooling Water Pumps, No. ✓ Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes ✓
 Bilge Pumps worked from the Main Engines, No. one Diameter 100 mm Stroke 85 mm Can one be overhauled while the other is at work yes ✓
 Pumps connected to the Main Bilge Line { No. and Size 3 ✓ 2 a 40 tons ✓ 1 a 100 mm diam 85 mm stroke ✓
How driven by main engine, two belt driven by aux hand started diesel engine. ✓
 Is the 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
 arrangements ✓
 Ballast Pumps, No. and size one a 40 tons ✓ one main engine one belt driven spare main engine shaft ✓ 2 a 2 1/2" ✓
 Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2 a 2 1/2" ✓
 Are two independent means arranged for circulating water through the Oil Cooler yes ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
 Pumps, No. and size:—In Machinery Spaces 4 a 2 1/2" ✓ In Pump Room ✓
 In Holds, &c. 2 a 2 1/2" ✓
 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 a 2 1/2" ✓
 Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes ✓ 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 yes ✓
 Are all Sea Connections fitted direct on the skin of the ship yes ✓ Are they fitted with Valves or Cocks valves and cocks ✓
 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 above ✓
 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 ✓
 What pipes pass through the bunkers none ✓ 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 yes ✓
 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 yes ✓ 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. ✓ No. of stages ✓ Diameters ✓ Stroke ✓ Driven by ✓
 Auxiliary Air Compressors, No. Surindan Report No 107 No. of stages ✓ Diameters ✓ Stroke ✓ Driven by ✓
 Small Auxiliary Air Compressors, No. one No. of stages two ✓ Diameters 90 & 110 mm ✓ Stroke 85 mm ✓ Driven by aux diesel ✓
 Scavenging Air Pumps, No. ✓ Diameter ✓ Stroke ✓ Driven by ✓
 Auxiliary Engines crank shafts, diameter as per Rule see Surindan Report No 107 No. ✓ Position Inside forward in engine room ✓

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule. *yes*

Can the internal surfaces of the receivers be examined and cleaned *yes* Is a drain fitted at the lowest part of each receiver *yes*

High Pressure 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* *✓*
Actual *✓*

Starting Air Receivers, No. *Two* Total cubic capacity *✓* Internal diameter *✓* thickness *✓*

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

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 Shifting *13-2-55* Receivers *21-7-52* Separate Fuel Tanks *5/12/57, 26/50*
(If not, state date of approval) *7-8-57*

Donkey Boilers *✓* General Pumping Arrangements *1-9-57* Pumping Arrangements in Machinery Space *4-2-58*

Oil Fuel Burning Arrangements *5/12/57*

SPARE GEAR.

Has the spare gear required by the Rules been supplied *yes*

State the principal additional spare gear supplied *✓*

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops - - }
{ During erection on board vessel - - } *Dec 20, Jan 6, 8, 27, Feb 2, 10, 21, 23, 26*
Total No. of visits *9*

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

Crank shaft *✓* Flywheel shaft *✓* Thrust shaft *✓* Intermediate shafts *✓* Tube shaft *✓*

Screw shaft *✓* Propeller *✓* Stern tube *✓* Engine sealings *✓* Engines holding down bolts *✓*

Completion of fitting sea connections *✓* Completion of pumping arrangements *✓* Engines tried under working conditions *✓*

Crank shaft, Material *✓* Identification Mark *✓* Flywheel shaft, Material *✓* Identification Mark *✓*

Thrust shaft, Material *S.M. Steel* Identification Mark *AB 300* Intermediate shafts, Material *S.M. Steel* Identification Marks *LLOYDS*
12-7-57

Tube shaft, Material *✓* Identification Mark *✓* Screw shaft, Material *S.M. Steel* Identification Mark *LLOYDS*
HB 2030
AD 71-50

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 *no* If so, state name of vessel *✓*

General Remarks (State quality of workmanship, opinions as to class, &c. *The vessels machinery has been*

made and fitted in accordance with the approved plans,

Society's Rules and Secretary's letters Main and auxiliary

machinery have been tried under full working conditions

and was found in good working order and is in my

opinion eligible for the record of + I.M.C. 2-50 oil engine

in the Society's Registerbook

safetyvalves have been fitted to the cylinder heads

The amount of Entry Fee *fee paid at Sunderland*

Special ... *£71.57.40* When applied for, *25/11/37*

Donkey Boiler Fee ... *£* When received, *25/11/37*

Travelling Expenses (if any) *£* *25/11/37*

Committee's Minute *FRI 25 MAR 1938*

Assigned *+ donk. 2.38*
oil fuel

Engineer Surveyor to Lloyd's Register of Shipping.



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Tube Shaft, diameter *as per Rule* Screw Shaft, diameter *as per Rule* Is the { tube } shaft fitted with a continuous liner {
as fitted *as fitted* *as fitted* { screw } shaft fitted with a continuous liner {
Tube Shaft, diameter *as fitted* Screw Shaft, diameter *as fitted* Is the { screw } shaft fitted with a continuous liner {

Bronze 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*

Propeller boss *yes* 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 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 end of the tube

shaft If so, state type Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. Pitch *attached* No. of blades *at* Material *at* whether Moveable *at* Total Developed Surface *at* 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

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

Bilge Pumps worked from the Main Engines, No. *one* Diameter *100mm* Stroke *85mm* Can ~~be~~ be overhauled while ~~working~~ is at work *yes*

2/2
5100-186800-576800
008973-008981-0015

Manufacturer.

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

Dec 20, Jan 6-0-27, Feb 2-16-21-23-26

9

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

Crank shaft ✓ Flywheel shaft ✓ Thrust shaft 2/2-30 Intermediate shafts 2/2-30 Tube shaft ✓

Screw shaft 6/1-30 Propeller 6/1-30 Stern tube 6/1-30 Engine seatings 2/2-30 Engines holding down bolts 2/2-30

Completion of fitting sea connections 8/1-30 Completion of pumping arrangements 23/2-30 Engines tried under working conditions 23/2-30

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 Identification Mark

Is the vessel fitted for oil fuel pipes and tank fittings been complied with

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