

REPORT ON OIL ENGINE MACHINERY.

No. 8242

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Date of writing Report 19 When handed in at Local Office 19 Port of Hong Kong

No. in Survey held at Hong Kong Date, First Survey 13/7/38 Last Survey 8/12/1938

Reg. Book. Single on the Twin Triple Quadruple Screw vessel "GOVERNOR WRIGHT" Tons { Gross 506.33 Net 307.9

Built at Hong Kong By whom built W.S. Bailey & Co. Ltd. Yard No. 391 When built 1938

Engines made at Cologne By whom made Humboldt, Deutz, Motoren & S. Engine No. 448550/55 When made 1938

Donkey Boilers made at — By whom made — Boiler No. — When made —

Brake Horse Power 575 Owners La Naviera Filipina, Inc. Port belonging to Sebu.

Nom. Horse Power as per Rule — Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which vessel is intended Philippine coasting service.

OIL ENGINES, &c.—Type of Engines 2 or 4 stroke cycle Single or double acting

Maximum pressure in cylinders — 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 — Flywheel Dia. — Weight — Means of ignition — Kind of fuel used —

Crank Shaft, dia. of journals as per Rule Crank pin dia. — Crank Webs — Mid. length breadth — Thickness parallel to axis —

Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule

Tube Shaft, diameter as per Rule Screw Shaft, diameter as per Rule Is the — 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 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 —

Propeller, dia. 6'-9" Pitch 1570 mm No. of blades Four Material M.B. whether Moveable Fixed Total Developed Surface 17 m²

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

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 water cooled

Cooling Water Pumps, No. one Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

What special arrangements are made for dealing with cooling water if discharged into bilges Discharge overboard

Bilge Pumps worked from the Main Engines, No. one Diameter 130 mm Stroke 120 mm Can — be overhauled while the other is at work Yes

Pumps connected to the Main Bilge Line { No. and Size 1 - 130 mm x 120 mm How driven Main engine Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1 - 57 lts/min at 375 r.p.m. M.E. & 2 - 230 gals/min each. 3 HP electric motor

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 3 @ 2 1/2 dia Tunnel 1 @ 2 1/2 dia In Holds, &c. 3 @ 2 1/4 N°1 Hold 4 @ 2 1/4 N°2 Hold

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size S.S. 1 @ 2 1/2 dia Fixed Bilge Pump 1 @ 2 1/2 dia

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 Yes

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 at water level

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 — How are they protected —

What pipes pass through the deep tanks — Have they been tested as per Rule Yes

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 Yes Is it fitted with a watertight door Yes worked from main deck

If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork —

STARTING AIR Main Air Compressors, No. one No. of stages two Diameters 65/180 mm Stroke 120 mm Driven by Main Engine

Auxiliary Air Compressors, No. one No. of stages two Diameters 5 x 4 1/8" Stroke 5" Driven by Motor N°8 Oct 29/10/37

Small Auxiliary Air Compressors, No. one No. of stages 2 Diameters 4 x 1 3/4" Stroke 3" Driven by Hand starting oil engine

Scavenging Air Pumps, No. — Diameter — Stroke — Driven by —

Auxiliary Engines crank shafts, diameter as per Rule See Dunchoff Rpt N° 256 & 257 No. Two Position Port side 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. None Cubic capacity of each — Internal diameter — thickness —

Seamless, lap welded or riveted longitudinal joint — Material — Range of tensile strength — Working pressure —

Starting Air Receivers, No. Four Total cubic capacity — Internal diameter 450 mm thickness 12 mm

Seamless, lap welded or riveted longitudinal joint — Material S.M. steel Range of tensile strength — Working pressure —

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 Shafting

Yes

Receivers

20/7/32

Separate Tanks

Yes

Donkey Boilers

General Pumping Arrangements

Yes

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

Yes

State the principal additional spare gear supplied

As per attached sheet

The foregoing is a correct description

FOR W. S. BAILEY & CO., LTD.

Manager

Manufacturer.

Dates of Survey while building

During progress of work in shops--

During erection on board vessel--

Total No. of visits

23/8/38 24/8/38 25/8/38 5/10/38 29/11/38 8/12/38 7/12/38 8/12/38

8

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

23/8/38

Engine seatings

25/8/38

Engines holding down bolts

5/10/38

Completion of fitting sea connections

24/8/38

Completion of pumping arrangements

29/11/38

Engines tried under working conditions

8/12/38

Crank shaft, Material

Identification Mark

Flywheel shaft, Material

Identification Mark

N° 8646, 8647, 8648

Thrust shaft, Material

Identification Mark

Intermediate shafts, Material

SM Engd Steel

Identification Marks

J.F.C. 11-3-8

Tube shaft, Material

Identification Mark

Screw shaft, Material

SM Engd Steel

Identification Mark

J.F.C. 11-3-8

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

No

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.)

This engine has been built under special survey (Dunselhof Rpt N° 232) and together with the auxiliary machinery have been installed in the vessel in accordance with the Rules & Instructions, tried under working conditions & found satisfactory

The following reports enclosed for, intermediate & screw shafts, propeller & air receivers and forgings.

New York reports dated 17/3/38 (C1669) for essential pumps

See New York Cert dated 29/10/37 for aux. compressor & General Service Pumps

See Dunselhof Reports N° 256 & 257 for aux. oil engines

No certificate received for small aux. air compressor driven by "Vulcan Craig" oil engine N° 2809 but engine & compressor opened up, examined & found satisfactory.

It is recommended that the vessel be classed with Lloyd's Machinery Certificate & the record & LMC 12-38 be made in the Register Book.

135RM. charged at Hamburg Dunselhof Rpt N° 232

The amount of Entry Fee

1/5 Special £ 6-3-0

Donkey Boiler Fee

Travelling Expenses (if any)

£ 20

Committee's Minute

Assigned

+ Lmb. 12.38
oil fee

When applied for,

9-12-1938

When received,

21-12-1938

Chas. R. Rowcliffe

Engineer Surveyor to Lloyd's Register of Shipping.



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