

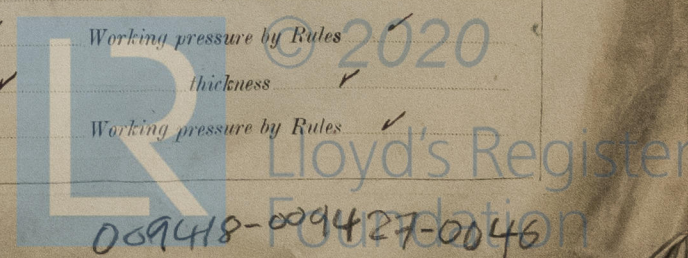
REPORT ON OIL ENGINE MACHINERY.

No. 2750

Date of writing Report 30th Sept. 1926 When handed in at Local Office 11th Oct. 1926 Port of JUNKIRK
No. in Survey held at 19744 on the Reg. Book. Single MOTOR Triple Screw vessel
Built at JUNKIRK By whom built "Société des Ateliers et Chantiers de France"
Engines made at COPENHAGEN By whom made Akt. Burmeister & Wain's Maskin-og Skibsbyggeri
Donkey Boiler made at Amman By whom made Cockburn & Co. Amman Rd.
Boiler No. 9709 When made 1925
Brake Horse Power 1150 Owners Société Anonyme de France 14, Fumment Port belonging to JUNKIRK
Nom. Horse Power as per Rule 222 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

L ENGINES, &c.—Type of Engines Vertical Diesel Oil Engines (cross head type) 2 or 4 stroke cycle 4 Single or double acting Single
Maximum pressure in cylinders 35 1/2 psi No. of cylinders 6 Diameter of cylinders 500 mm No. of cranks 6 Length of stroke 1250 mm
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge Is there a bearing between each crank
Revolutions per minute 120 Flywheel dia. Weight Means of ignition Kind of fuel used
Crank Shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank Webs Mid. length breadth shrunk Thickness parallel to axis
Flywheel Shafts, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted Thrust Shaft, diameter at collar as per Rule as fitted
Main Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the tube screw shaft fitted with a continuous liner Continuous Liner
Copper Liners, thickness in way of bushes as per Rule as fitted 15.78 mm Thickness between bushes as per rule as fitted 12 mm 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 Continuous
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 Anti-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 Length of Bearing in Stern Bush next to and supporting propeller 1100 mm
Propeller, dia. 3700 mm Pitch 2586 mm No. of blades 4 Material Bronze whether Moveable Solid Total Developed Surface 5.3 sq. ft
Method of reversing Engines Direct Reversible Is a governor or other arrangement fitted to prevent racing of the engine when disengaged 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
Insulating 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 Exhaust up funnel
Cooling Water Pumps, No. Is the sea suction provided with efficient strainers which can be cleared within the vessel Yes
Large Pumps fitted to the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
Pumps connected to the Main Bilge Line No. and Size One Rotary "Iron" off 100 Tons. + One B & W. plunger pump off 40. Tons
How driven By Electric Motors.
Fast Pumps, No. and size One off 100 Tons. Lubricating Oil Pumps, including Spare Pump, No. and size 2. off 25 Tons Each
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 Engine Room Two off 80%, plus a flexible portable of 70% Diam.
Holds, &c. Galvanized 80%. One in fore Peak. Two in No. 1. 2. 3. & 4 Holds. One in Tunnel well. One in After peak.
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size Two fore. 80% to Centrifugal pump. One off 140 to ballast pump
All the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes Are the Bilge Suctions in the Machinery Space
from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes
All Sea Connections fitted direct on the skin of the ship On Steel built boxes Are they fitted with Valves or Cocks Valves
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
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 Yes
All pipes pass through the bunkers No bunkers How are they protected
All pipes pass through the deep tanks No deep tank Have they been tested as per Rule Yes
All Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
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 Non Return Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Top platform
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. No. of stages Diameters Stroke Driven by
All Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by
Suctioning Air Pumps, No. Diameter Stroke Driven by
Auxiliary 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
The internal surfaces of the receivers be examined What means are provided for cleaning their inner surfaces
Are there a drain arrangement fitted at the lowest part of each receiver
Pressure Air Receivers, No. Cubic capacity of each Internal diameter thickness
Less, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules
Suctioning Air Receivers, No. Total cubic capacity Internal diameter thickness
Less, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules



IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

HYDRAULIC TESTS:

See Glasgow Rpt. 44923 returned herewith

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS					
" " COVERS	✓	✓	✓	✓	
" " JACKETS	✓	✓	✓	✓	
" " PISTON WATER PASSAGES	✓	✓	✓	✓	
MAIN COMPRESSORS—1st STAGE	✓	✓	✓	✓	
" 2nd "	✓	✓	✓	✓	
" 3rd "	✓	✓	✓	✓	
AIR RECEIVERS—STARTING	✓	✓	✓	✓	
" INJECTION	✓	✓	✓	✓	
AIR PIPES	20/7. 24/8. 25/8. 1926	65 1/2 per sq in.	150 1/4 per sq in.	TC 150 1/4 20/7. 25/8. 26/8. 1926	
FUEL PIPES	✓				
FUEL PUMPS	✓	✓	✓	✓	
SILENCER	✓	✓			
" WATER JACKET	✓	✓			
SEPARATE FUEL TANKS	✓	✓	✓	✓	

PLANS. Are approved plans forwarded herewith for Shafting
(If not, state date of approval)

7/0 31/3/25

Receivers

4/7/25

Separate Tanks

4/7/25

Donkey Boiler

General Pumping Arrangements

4/6/26

Oil Fuel Burning Arrangements

SPARE GEAR List of Spare gear forwarded herewith, checked on board and found in order.

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building	During progress of work in shops - -	1926. Jan. 19, Feb 22, March 11, April 12, May 4. 6. 31, June 23, July 22. 30, Augt 24. 25. 31, Sept 23. 25,
	During erection on board vessel - -	1926. Jan 19, Feb 22. 23, April 17, May 4. 6, June 23, July 6. 9. 19. 22. 30, Augt 23. 24. 25. 26. 30, Sept 1. 2. 6. 7. 8. 9. 11. 14. 22
	Total No. of visits	42.

Dates of Examination of principal parts—Cylinders	✓	Covers	✓	Pistons	✓	Rods	✓	Connecting rods	✓
Crank shaft	✓	Flywheel shaft	✓	Thrust shaft	✓	Intermediate shafts	26/8. 19/11. 7/10. 7/11. 20/11. 16/12. 25	Tube shaft	✓
Screw shaft	26/8. 19/11. 7/10. 7/11. 20/11. 16/12. 25	Propeller	12/4. 6/5. 19/7. 26	Stern tube	4/5. 6/5. 19/7. 26	Engine seatings	22/3. 11/3. 14. 1926	Engines holding down bolts	4/5. 23/6. 19/7. 15
Completion of fitting sea connections	19/7. 1926	Completion of pumping arrangements	Not Completed	Engines tried under working conditions	on board 1/9. 2/9.				
Crank shaft, Material	✓	Identification Mark	✓	Flywheel shaft, Material	✓	Identification Mark	✓		
Thrust shaft, Material	✓	Identification Mark	✓	Intermediate shafts, Material	S.M.I. Steel	Identification Marks	LLOYD'S NO 452. 455. 456. 457. 458. 459. 460. 11. 3. 26		
Tube shaft, Material	✓	Identification Mark	✓	Screw shaft, Material	S.M.I. Steel	Identification Mark	LLOYD'S NO 461. 11. 3. 26		
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. Please see Copenhagen Rpt. 7219 attached.

The machinery and Auxiliaries of this vessel have been securely fitted on board, the workmanship is good. The Engines Auxiliaries were tried under working conditions and found in good order. The machinery is in good and safe working condition and eligible in my opinion to have the notation of **LM.C. 9, 26 OIL ENGINES**. Subject to the direct suction from the "IRON" ballast pump to the Engine to bilges being completed on the return of the vessel's present voyage from Casablanca. The vessel left here and before this connection was completed. The machinery has been fitted in all other respects in accordance with the Rules, the approved plans and the requirements contained in London Let "E" dated 31st March & 7th April 1926. 15. Forging reports and 2 certificates for Air specimens are forwarded herewith. Safety Valve of Air receiver adjusted to the working pressure of 25 1/2 per sq in.

The amount of Entry Fee ...	£s.	739.-	When applied for,
" Special ...	£s.	1923.-	4. 10. 1926
Donkey Boiler Fee ...	£s.	728.-	When received,
Travelling Expenses (if any) ...	£s.	162.-	5/11/26

Committee's Minute

TUES. 19 OCT 1926

Assigned

+ Line 9. 26

Oil Engines

DB 100 lb

CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping.



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