

REPORT ON OIL ENGINE MACHINERY.

No. 48540

Date of writing Report Nov^r 15th 1928 When handed in at Local Office Nov^r 16th 1928 Port of GLASGOW Received at London Office 21 NOV 1928

No. in Survey held at Ardrossan Date, First Survey 3.9.28 Last Survey Nov^r 14th 1928
Reg. Book. Single on the Triple Screw vessel SIGRID Number of Visits 19 Tons Gross 1216
Quadruple Net

Built at Ardrossan By whom built Ardrossan Dockyard Ltd Yard No. 340 When built 1928
Engines made at Newcastle By whom made R. W. Hawthorn Leslie & Co Ltd Engine No. 3425 When made 1928
Donkey Boilers made at do By whom made do Boiler No. 3425 When made 1928
Brake Horse Power 400 Owners A/B. Ojetransport o/y Port belonging to Helsingfors
Nom. Horse Power as per Rule 189 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
Trade for which vessel is intended Foreign

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
Position 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 as fitted Crank pin dia. Crank Webs Mid. length breadth Mid. length thickness Thickness parallel to axis Thickness around eyehole
Flywheel 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
Main Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the tube screw shaft fitted with a continuous liner
Bronze 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 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

Length of Bearing in Stern Bush next to and supporting propeller
Propeller, dia. Pitch No. of blades Material whether Moveable Total Developed Surface 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
Cooling Water Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel

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

BILGE FORWARD. Pumps connected to the Main Bilge Line No. and Size 1 @ 5 1/4" x 4 3/4" x 6" in For^d Pump Room & 1 @ 5 1/4" x 4 3/4" x 6" in Main Pump Room
How driven Steam driven

Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Pumps, No. and size:—In Machinery Spaces

In Holds, &c. FORE Peak 1 @ 2 1/2" Fore Hold 1 @ 2 1/2" For^d Cofferdam 1 @ 2 1/2" For^d Pump Room 1 @ 2 1/2" Main Pump Room

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 @ 3"

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 AFT end Yes FOR^d End mud boxes with short bent pipes leading into hat boxes with perforated covers.

Are all Sea Connections fitted direct on the skin of the ship YES Are they fitted with Valves or Cocks. Both

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 Yes

What pipes pass through the bunkers None How are they protected —

What pipes pass through the deep tanks None 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 None 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. No. of stages Diameters Stroke Driven by

Small Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

Scavenging Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule as fitted

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

Can the internal surfaces of the receivers be examined What means are provided for cleaning their inner surfaces

Is there a drain arrangement fitted at the lowest part of each receiver

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

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

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

010200-010207-0103

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting

(If not, state date of approval)

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building
During progress of work in shops --
During erection on board vessel --
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

Propeller

Stern tube

Engine seatings

4-9-28

Engines holding down bolts

22-10-28

Completion of fitting sea connections

13-9-28

Completion of pumping arrangements

8-11-28

Engines tried under working conditions

14-11-28

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 flash point of the oil to be used over 150° F.

Is this machinery duplicate of a previous case

If so, state name of vessel

General Remarks

(State quality of workmanship, opinions as to class, &c.)

The machinery has been securely fitted on board and tried under full power with satisfactory results. It is submitted that the machinery of this vessel is eligible to be classed in the Register Book with notation *LMC 11-28. Oil Engine

The amount of Entry Fee ... £ :

1/5

Special

...

£

9

:

9

:

29 OCT 1928

Donkey Boiler Fee ... £ :

£

2

:

0

:

12 NOV 1928

Travelling Expenses (if any) £ 2 : 0

£

2

:

0

:

20 NOV 1928

Committee's Minute

GLASGOW

20 NOV 1928

Assigned

+ LMC 11,28

David C Barr

Engineer Surveyor to Lloyd's Register of Shipping.



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