

REPORT ON OIL ENGINE MACHINERY.

No. 82814

Received at London Office

31 MAY 1928

Date of writing Report

19

When handed in at Local Office

30/5/1928 Port of

NEWCASTLE-ON-TYNE

Date, First Survey 11 July 1927

Last Survey 23 May 1928

Number of Visits 79.

No. in Survey held at

Reg. Book.

Single
on the Triple
Quadruple

Screw vessel MOTOR SHIP JENNY

Tons Gross 4706
Net 2682

at Wallsend

By whom built S. Hunter & W. Richardson Ltd Yard No. 1325 When built 1928-5

Machinery made at Walker on Tyne

By whom made S. Hunter & W. Richardson Ltd Engine No. 1252 When made 1928-5

Key Boilers made at Auxiliary S.E.B.

By whom made Messrs Riley Bros Boiler No. 1252 When made 1928-5

Horse Power 2100

Owners A/S Oljefarb

Port belonging to Oslo

Horse Power as per Rule 578

Is Refrigerating Machinery fitted for cargo purposes no

Is Electric Light fitted yes

for which vessel is intended Foreign

ENGINES, &c.—Type of Engines Polar Atlas Diesel patents 2 or 4 stroke cycle 2 Single or double acting Single

Mean pressure in cylinders 500 lb/sq. in. Diameter of cylinders 600 mm Length of stroke 1200 mm No. of cylinders 6 No. of cranks 6

Bearings, adjacent to the Crank, measured from inner edge to inner edge 918 mm Is there a bearing between each crank yes

Revolutions per minute 100 Flywheel dia. 2190 mm Weight 8450 kg Means of ignition Compression Kind of fuel used Fuel oil

Crankshaft, dia. of journals as per Rule 402 mm Crank pin dia. 405 mm Crank Webs Mid. length breadth 645 mm Thickness parallel to axis 262 mm

Intermediate Shafts, diameter as per Rule 308 mm Thrust Shaft, diameter at collars as per Rule 323 mm

Shaft, diameter as fitted 405 mm Is the shaft fitted with a continuous liner yes

Screw Shaft, diameter as per Rule 13.39" Is the screw shaft fitted with a continuous liner yes

Liners, thickness in way of bushes as per Rule 23/32" Thickness between bushes as per rule 1.53" Is the after end of the liner made watertight in the

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner yes

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 yes

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 Length of Bearing in Stern Bush next to and supporting propeller 4'-6"

Propeller, dia. 15'-3" Pitch 12'-9" No. of blades 4 Material Bronze whether Moveable no Total Developed Surface 75 sq. feet

Method of reversing Engines air Is a governor or other arrangement fitted to prevent racing of the engine when disconnected yes Means of lubrication

Thickness of cylinder liners 60 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with

conducting 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

Suction Water Pumps, No. 2 of 6" bore Centrifugal Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes

Pumps worked from the Main Engines, No. 1 & 2 Diameter 180 mm Stroke 300 mm Can one be overhauled while the other is at work yes

Pumps connected to the Main Bilge Line No. and Size one Centrifugal General Service pump 4 1/2" bore one duplex 9" x 8 1/2" x 8"

How driven Electric Motor Driven Steam Driven

Lubricating Oil Pumps, including Spare Pump, No. and size two 3" pumps 2 Centrifugal Circulating and Lubricating pumps

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 one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

Pumps, No. and size:—In Machinery Spaces one 4 1/2" three 3"

IS A DONKEY BOILER FITTED? *Yes (1) (1) auxiliaries* *Boiler* If so, is a report now forwarded? *Yes*
PLANS. Are approved plans forwarded herewith for Shafting *Yes* Receivers *Yes* Separate Tanks *Yes*
(If not, state date of approval) Donkey Boilers *Yes* General Pumping Arrangements *Yes* Oil Fuel Burning Arrangements *Yes*
SPARE GEAR in accordance with rule requirements and as per appended list of spares supplied.

The foregoing is a correct description,
SWAN, HUNTER & WIGHAM RICHARDSON, LTD.

G. J. Tweedy Manufacturer.

Dates of Survey while building
During progress of work in shops -- 1927 JULY 11 SEP 2 9 12 30 OCT 6 14 18 26 27 28 31 NOV 1 2 11 16 DEC 5 6 7 8 29 1928 JAN 5 6 9 11 18 19 20 23 25
During erection on board vessel -- FEB 1 2 6 8 9 10 14 15 16 17 20 27 28 29 MAR 1 7 8 12 13 14 16 18 20 21 23 26 APR 2 3 5 11 16 17 18 23 26 27 30
Total No. of visits 79

Dates of Examination of principal parts—Cylinders 29.2.28 Covers 29.2.28 Pistons *March 28* Rods 28.2.28 Connecting rods 28.2.28

Crank shaft 25.1.28 Flywheel shaft 19.1.28 Thrust shaft 19.1.28 Intermediate shafts *March 28* Tube shaft ✓

Screw shaft 18.1.28 Propeller 13.3.28 Stern tube 7 *March 28* Engine seatings 18.4.28 Engines holding down bolts 23/4/28/6

Completion of fitting sea connections 18.4.28 Completion of pumping arrangements 22.5.28 Engines tried under working conditions 22.5.28

Crank shaft, Material *Steel S.M.* Identification Mark *LR 169 MR* Flywheel shaft, Material Identification Mark *4638* 13.12

Thrust shaft, Material *Steel S.M.* Identification Mark *LR 2420 HK* Intermediate shafts, Material *S.M. Steel* Identification Marks *LR 2420*

Tube shaft, Material ✓ Identification Mark ✓ Screw shaft, Material *Steel S.M.* Identification Mark *LR 2420*

Is the flash point of the oil to be used over 150° F. *Yes* 7659/485. 15.12.27

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with *Yes* L.G.S 18.1.28

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo ✓ If so, have the requirements of the Rules 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 machinery built under special survey the material and workmanship found good and efficient.

The machinery satisfactorily fitted up on board the vessel, tested under working conditions (vessel at moorings) and during sea trials and found to work satisfactorily. Class

The donkey boiler and the auxiliaries boiler, fitted up in the engine room on platform and fitted up for burning oil fuel under flash point above 150° F.

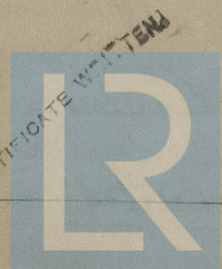
The amount of Entry Fee ... £6 :
Special ... £103 : 18
Donkey Boiler Fee ... £9 : 10
Travelling Expenses (if any) £ :
When applied for 30 MAY 1928
When received, 1.6.28

Committee's Minute FRI, 8 JUN 1928

Assigned *Thurs 5.28 CL*

Oil Engines 2 DB-150 lb

L. G. Shallcross
Engineer Surveyor to Lloyd's Register of Shipping



© 2021
Lloyd's Register
Foundation