

# REPORT ON OIL ENGINE MACHINERY.

No. 51000

19 NOV 1930

Date of writing Report 4-11-30 When handed in at Local Office 15-11-30 Port of Glasgow Date, First Survey 21-11-29 Last Survey 11-11-19 Number of Visits 65

No. in Survey held at 10 Reg. Book. Single on the Triple Screw vessel

Built at Glasgow By whom built Barclay Curle & Co Ltd Yard No 642 When built 1930

Engines made at Glasgow By whom made Barclay Curle & Co Ltd Engine No 642 When made 1930

Donkey Boilers made at Glasgow By whom made Barclay Curle & Co Ltd Boiler No 642 When made 1930

Brake Horse Power 3150 Owners HVALFANGERAKTIESELSKAPET - VESTFOLD Port belonging to SANDEFJORD

Nom. Horse Power as per Rule 686 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

Trade for which vessel is intended 687

II ENGINES, &c. Type of Engines Barclay-Curle - Doxford 2 or 4 stroke cycle 2 Single or double acting Single

Maximum pressure in cylinders 45 kg/cm<sup>2</sup> Diameter of cylinders 23.6" Length of stroke 91.4 cm No. of cylinders 4 No. of cranks 4

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 86.445" Is there a bearing between each crank yes

Revolutions per minute 93 Flywheel dia. 21.8.6" Weight 10.7.18.6" Means of ignition Diesel

Crank Shaft, dia. of journals as per Rule 16.95" Crank pin dia. 18.1" Crank Webs 14.3" M. d. length thickness 25.6" Thickness parallel to axis 31.5" Thickness around eye 31.5"

Flywheel Shaft, diameter as per Rule 18.75" Intermediate Shafts, diameter as fitted 18" Thrust Shaft, diameter at collars as fitted 14"

Tube Shaft, diameter as per Rule 25.32" Screw Shaft, diameter as fitted 18" Is the shaft fitted with a continuous liner yes

Bronze Liners, thickness in way of bushes as per Rule 7/8" Thickness between bushes as fitted 11/16" 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. 14' 3" Pitch 14' 0" No. of blades 4 Material Bronze whether Movable no Total Developed Surface 96 sq. feet

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

Forced Thickness of cylinder liners 1" Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting material lagged

Cooling Water Pumps, No. 1 ME - 1 Stand-by Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Bilge Pumps worked from the Main Engines, No. 1 Diameter 4' Stroke 24" Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and Size 1 @ (4' x 24") : 1 @ (9 1/2' x 8 1/2' x 8") : 1 @ (11' x 13' x 24")

Ballast Pumps, No. and size 1 @ (11' x 13' x 24") Lubricating Oil Pumps, including Spare Pump, No. and size 1 @ (4' x 24") : 1 @ (4' x 8' x 18")

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 @ 3 1/2" In Holds, &c. 1 @ 2 1/2"

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 5 1/2"

Are all the Bilge Suction pipes in Holds and Tunnel Wat fitted with strum-bones yes Are the Bilge Suctions in the Machinery Spaces

led from easily accessible mud-bones, 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 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 both

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 How are they protected Have they been tested as per Rule yes

What pipes pass through the deep tanks 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

If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork Is it fitted with a watertight door worked from

Main Air Compressors, No. 1. No. of stages 3 Diameter 11 1/2' x 9 1/4' x 2 3/4" Stroke 4" Driven by Steam

Auxiliary Air Compressors, No. 1. No. of stages 3 Diameter 8 1/2' x 6 3/4' x 2 1/4" Stroke 6" Driven by Steam

Small Auxiliary Air Compressors, No. 1. No. of stages - Diameter 7 1/2' x 15" Stroke 24" Driven by M.E. Levers

Scavenging Air Pumps, No. 1. Diameter 7 1/2' x 15" Stroke 24" Driven by M.E. Levers

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 yes What means are provided for cleaning their inner surfaces manholes.

Can the internal surfaces of the receivers be examined yes Is there a drain arrangement fitted at the lowest part of each receiver yes

High Pressure Air Receivers, No. - Cubic capacity of each - Internal diameter - thickness - Working pressure by Rules -

Starting Air Receivers, No. 2. Total cubic capacity 220 c.f. Internal diameter 4' 1 1/2" thickness 1 1/8" Working pressure by Rules 600 lb

Seamless, lap welded or riveted longitudinal joint Riveted Material Steel Range of tensile strength 28/32 Ton



IS A DONKEY BOILER FITTED?

Yes. (2)

If so, is a report now forwarded?

Yes.

PLANS. Are approved plans forwarded herewith for Shafting

26/10/29 (94)

Receivers

14/9/29 (STANDARD)

Separate Tanks

14/11/29 (STANDARD)

Donkey Boilers

Yes.

General Pumping Arrangements

Yes. 641/42

Oil Fuel Burning Arrangements

5/4/30.

SPARE GEAR

As per Rule Requirements

The foregoing is a correct description,

FOR BARCLAY, CURLE & CO., LTD.

John H. Sutherland

Manufacturer.

Dates of Survey while building  
During progress of work in shops - 1929 Nov 21-28 Dec 10-26 (1930) Jan 22 Feb 19-27 Mar 10-19 Apr 10-11-16-17-28-29 May 1-5-7-13-14  
During erection on board vessel - June 2-4-6-9-11-16-19-26-30 July 2-7-10-11-14-15-16 Aug 1-6-7-8-11-18-16-19-20-25-27 Sep 1-3-4-5  
Total No. of visits 65 12-19 Oct 8-9-10-15-16-23-28-29 Nov 7-12

Dates of Examination of principal parts - Cylinders 2-6-30 Covers 11-6-30 Pistons 7-7-30 Rods 7-7-30 Connecting rods 7-7-30

Crank shaft 6-6-30 Flywheel shaft 6-8-30 Thrust shaft 6-6-30 Intermediate shafts 6-6-30 Tube shaft 11-7-30

Screw shaft 6-8-30 Propeller 19-8-30 Stern tube 19-8-30 Engine seatings 11-7-30 Engines holding down bolts 29-10-30

Completion of fitting sea connections 12-9-30 Completion of pumping arrangements 7-11-30 Engines tried under working conditions 11-11-30

Crank shaft, Material Steel Identification Mark 484 WC Flywheel shaft, Material Steel Identification Mark 3329 AF

Thrust shaft, Material Steel Identification Mark 3329 AF Intermediate shaft, Material Steel Identification Mark 3329 AF

Tube shaft, Material Steel Identification Mark 3329 AF Screw shaft, Material Steel Identification Mark 3329 AF

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 Yes. If so, have the requirements of the Rules been complied with Yes.

Is this machinery duplicate of a previous case Yes. If so, state name of vessel MV ALCIDES.

General Remarks (State quality of workmanship, opinions as to class, &c.) This machinery has been built

under special survey to approved plans in accordance with the Society's

Rules. Materials and workmanship are good. It has been properly

fitted on board the vessel, tried under working conditions and

found satisfactory, and eligible to be classed with record

+ LMC 11.30. Oil engines, C.L. 2 D.B.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 11.30 C.L

Oil Engines 2 S.C.S.A. 4cy 23 5/8 - 9 1/16"

2 D.B. 120 1/2 N.H.P. 687.

When applied for, 15/11/30

When received, 20/11/30

The amount of Entry Fee ... £ 6

Special ... £ 109.6-0

Donkey Boiler Fee ... £ 23/18/0

Travelling Expenses (if any) £ 4/4/0

Committee's Minute GLASGOW 18 NOV 1930

Assigned + L.M.C. 11.30 2 D.B. - 120 1/2

Engineer Surveyor to Lloyd's Register of Shipping.

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