

RECEIVED

pt. 4b.
6 JUN 1947

REPORT ON OIL ENGINE MACHINERY.

No. 115131

1314.

Received at London Office

30 MAY 1947

17 DEC 1947

of writing Report 10-5-1947. When handed in at Local Office

30 MAY 1947

Port of

Epdrwich

in Survey held at Colchester.

Date, First Survey 9-4-47. Last Survey 9-5-1947.

Number of Visits Three

on the ^{Single} ~~Twin~~ ^{Triple} ~~Quadruple~~ Screw vessel

BAHR NAGASH EX LCT 796

Tons ^{Gross} 397
_{Net} 228

at Colchester By whom built ⁷⁹⁶ ~~228~~ ⁹⁰²⁶⁹⁷ ~~902687~~ Yard No. When built

Engines made at Colchester By whom made Dewey, Payman & Co. Ltd. Engine No. When made

Boilers made at By whom made Boiler No. When made

Indicated Horse Power 360 (each) Owners Port belonging to

Indicated Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which vessel is intended Coastal Service Middle East.

ENGINES, &c. Type of Engines Heavy Oil (12 RPH type) 2 or 4 stroke cycle 4 Single or double acting Single

Maximum pressure in cylinders Diameter of cylinders 7" Length of stroke 7 3/4" No. of cylinders 12 No. of cranks 6

Number of bearings, adjacent to the Crank, measured from inner edge to inner edge 7.1" Is there a bearing between each crank In

Revolutions per minute 1000 Flywheel dia. Weight Means of ignition Kind of fuel used Diesel

Crank Shaft, dia. of journals as per Rule as fitted 4 1/2" Crank pin dia. 3 3/4" Crank Webs Mid. length breadth 7" Thickness parallel to axis 19/16" shrunk Thickness around eye-hole

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

Propeller Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the tube shaft fitted with a continuous liner

Copper 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

When 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

When 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

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

Acid Thickness of cylinder liners 3/16" Are the cylinders fitted with safety valves Are the exhaust pipes and silencers water cooled or lagged with

Insulating material If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

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

Boiling Pumps worked from 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 How driven Lubricating Oil Pumps, including Spare Pump, No. and size

Ballast Pumps, No. and size 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

Holds, &c. dependent Power Pump Direct Suctions to the Engine Room Bilges, No. and size Are the Bilge Suctions in the Machinery Spaces

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

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

Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates Are the Overboard Discharges above or below the deep water line

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate

How are they protected Have they been tested as per Rule

What pipes pass through the bunkers 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

Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

On 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

Auxiliary Engines crank shafts, diameter as per Rule as fitted

R RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule What means are provided for cleaning their inner surfaces

Are the internal surfaces of the receivers be examined

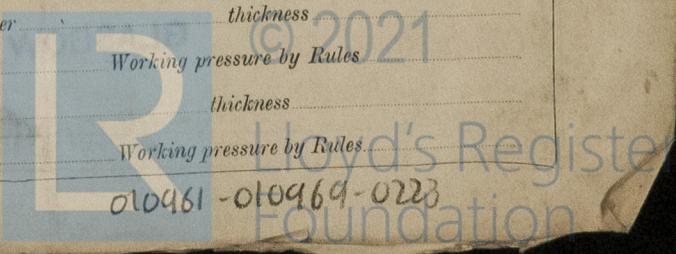
Is there a drain arrangement fitted at the lowest part of each receiver

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

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

Starting Air Receivers, No. Total cubic capacity Internal diameter thickness Working pressure by Rules

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



010461-010969-0223

IS A DONKEY BOILER FITTED? ho If so, is a report now forwarded?

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

Donkey Boilers General Pumping Arrangements Oil Fuel Burning Arrangements

SPARE GEAR



The foregoing is a correct description,

[Signature]
 CONTRACTS MANAGER

Manufacturer.

Dates of Survey while building
 During progress of work in shops -- 1947: Apr 9 - May 9
 During erection on board vessel --
 Total No. of visits 3

Dates of Examination of principal parts—Cylinders 9-4-47 Covers 9-4-47 Pistons 9-4-47 Rods 9-4-47 Connecting rods 9-4-47
 Crank shaft 9-4-47. Flywheel shaft ✓ Thrust shaft ✓ Intermediate shafts ✓ Tube shaft ✓
 Screw shaft ✓ Propeller ✓ Stern tube ✓ Engine seatings ✓ Engines holding down bolts ✓
 Completion of fitting sea connections ✓ Completion of pumping arrangements ✓ Engines tried under working conditions ✓
 Crank shaft Material Steel Identification Mark h: 90268 = 5/898 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. ✓
 Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with ✓
 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 Yes If so, state name of vessel ✓

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

The Engines have been stripped down, examined & reconditioned.
 The following parts have been renewed.
 Engine h: 90268. Crank shaft, main bearings, 12 feet from bushes, 5 pistons, 3 liners, 2 heads, 9 con. rods.
 .. " 90269. Crank shaft, main bearings, 6 feet from bushes, 2 pistons, 5 liners, 1 head, 1 con. rod, 1 con. shaft.
 The water jackets of the cylinders heads & blocks have been treated by hydro. pressure to 50 lbs.
 The materials & workmanship are of good description.
 The Engines have been tested under full load conditions & found satisfactory.
 I have been dispatched to Searjemanth Dockyard Co. Ltd., to be fitted on board the vessel.

This machinery has been securely refitted on board the vessel and tried under working conditions and found satisfactory. *M. Dale*

The amount of Entry Fee ... £ : : When applied for, 30 MAY 1947
 Special ... £ 8 : 8 :
 Donkey Boiler Fee ... £ : : When received,
 Travelling Expenses (if any) £ 1 : 5 :
 Committee's Minute **GLASGOW 16 DEC 1947**

[Signature]
 Engineer Surveyor to Lloyd's Register of Shipping.



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Assigned THE ACCOMPANYING MACHINERY REPORT

Certificate (if required) to be sent to
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)