

RECEIVED

pt. 4b.

6 JUN 1947

REPORT ON OIL ENGINE MACHINERY.

No. 115131

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

Epdrunh

in Survey held at

Colchisti.

Date, First Survey

9-4-47

Last Survey

9-5-1947

Number of Visits

Three

Book.

on the
Single
Twin
Triple
Quadruple

Screw vessel

BAHR NAGASH

EX LCT 796

Tons
Gross 397
Net 228

at Conversion

By whom built *Scamjemoth Dock Co. Ltd.*

Yard No. *796* When built

Engines made at Colchisti

By whom made *Devy, Payman & Co. Ltd.*

Engine No. *90269* When made

Monkey Boilers made at

By whom made

Boiler No. When made

Make Horse Power

360 (each)

Owners

Port belonging to

m. Horse Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

ade 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*

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

olutions per minute *1000* Flywheel dia. *4 1/8"* Weight *4 1/2* Means of ignition *spark* Kind of fuel used *kerosene*

ank Shaft, dia. of journals *as per Rule* Crank pin dia. *3 3/4"* Crank Webs *as per Rule* Mid. length breadth *7"* Thickness parallel to axis *shrunk*

wheel Shaft, diameter *as per Rule* Intermediate Shafts, diameter *as per Rule* Thrust Shaft, diameter at collars *as per Rule*

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

onze Liners, thickness in way of bushes *as per Rule* Thickness between bushes *as per Rule* Is the after end of the liner made watertight in the

eller boss *as per Rule* If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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

two liners are fitted, is the shaft lapped or protected between the liners *as per Rule* Is an approved Oil Gland or other appliance fitted at the after end of the tube

ft *as per Rule* If so, state type *as per Rule* Length of Bearing in Stern Bush next to and supporting propeller

opeller, dia. *as per Rule* Pitch *as per Rule* No. of blades *as per Rule* Material *as per Rule* whether Moveable *as per Rule* Total Developed Surface *as per Rule* sq. feet

thod of reversing Engines *as per Rule* Is a governor or other arrangement fitted to prevent racing of the engine when declutched *as per Rule* Means of lubrication

acid Thickness of cylinder liners *3/16"* Are the cylinders fitted with safety valves *as per Rule* Are the exhaust pipes and silencers water cooled or lagged with

-conducting material *as per Rule* If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

oling Water Pumps, No. *as per Rule* Is the sea suction provided with an efficient strainer which can be cleared within the vessel

ge Pumps worked from the Main Engines, No. *as per Rule* Diameter *as per Rule* Stroke *as per Rule* Can one be overhauled while the other is at work

umps connected to the Main Bilge Line *as per Rule* No. and Size *as per Rule* How driven *as per Rule*

allast Pumps, No. and size *as per Rule* Lubricating Oil Pumps, including Spare Pump, No. and size

two independent means arranged for circulating water through the Oil Cooler *as per Rule* Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

umps, No. and size:—In Machinery Spaces *as per Rule*

Holds, &c. *as per Rule*

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 they fitted with Valves or Cocks

Are all Sea Connections fitted direct on the skin of the ship

Are the Overboard Discharges above or below the deep water line

Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates

Are the Blow Off Cocks fitted with a spigot and brass covering plate

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

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. *as per Rule* No. of stages *as per Rule* Diameters *as per Rule* Stroke *as per Rule* Driven by *as per Rule*

Auxiliary Air Compressors, No. *as per Rule* No. of stages *as per Rule* Diameters *as per Rule* Stroke *as per Rule* Driven by *as per Rule*

Small Auxiliary Air Compressors, No. *as per Rule* No. of stages *as per Rule* Diameters *as per Rule* Stroke *as per Rule* Driven by *as per Rule*

scavenging Air Pumps, No. *as per Rule* Diameter *as per Rule* Stroke *as per Rule*

Auxiliary Engines crank shafts, diameter *as per Rule* as fitted *as per Rule*

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

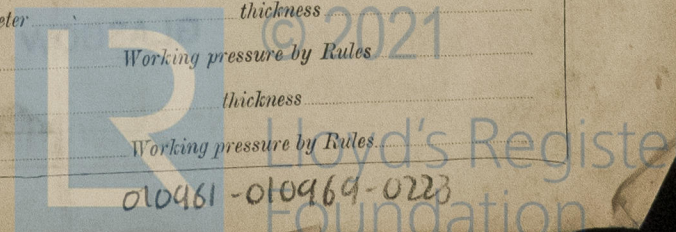
Is there a drain arrangement fitted at the lowest part of each receiver

High Pressure Air Receivers, No. *as per Rule* Cubic capacity of each *as per Rule* Internal diameter *as per Rule* thickness *as per Rule*

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

Starting Air Receivers, No. *as per Rule* Total cubic capacity *as per Rule* Internal diameter *as per Rule* thickness *as per Rule*

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



115131

IS A DONKEY BOILER FITTED? *ho*

If so, is a report now forwarded? ☒

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

Receivers ☒

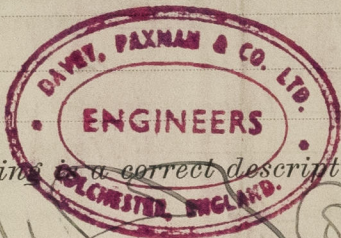
Separate Tanks ☒

Donkey Boilers ☒

General Pumping Arrangements ☒

Oil Fuel Burning Arrangements ☒

SPARE GEAR



The foregoing is a correct description,

Manufacturer.

CONTRACTS MANAGER

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

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 fuel pump bushes, 5 pistons, 3 liners, 2 heads, 9 con. rods.
" " 90269. Crank shaft, main bearings, 6 fuel pump bushes, 2 pistons, 5 liners, 1 head, 1 con. rod, 1 con. shaft.*

*The water jackets of the cylinders heads & blocks have been tested by hydro. pressure to 50 lb.
The materials & workmanship are of good description.
The Engines have been tested under full load conditions & found satisfactory.
I have been dispatched to Seargenton the 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,
Special ... £ 8 : 8 : 30 MAY 1947
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ 1 : 5 : 19

Committee's Minute

GLASGOW

16 DEC 1947

Assigned

THE ACCOMPANYING MACHINERY REPORT

Engineer Surveyor to Lloyd's Register of Shipping.



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