

# REPORT ON OIL ENGINE MACHINERY.

No. 72361

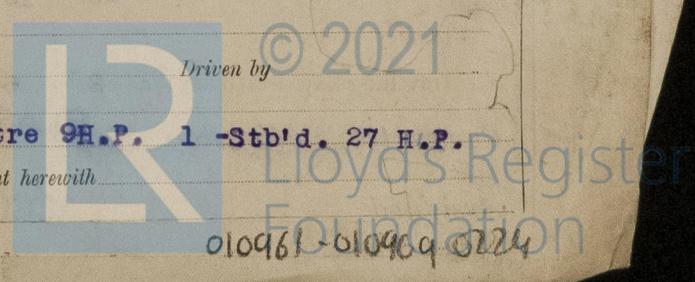
Received at London Office

Date of writing Report 15-12-47 When handed in at Local Office 15-12-47 Port of **GLASGOW.** 17 DEC 1947  
 No. in Survey held at **GRANGEMOUTH.** Date, First Survey **30th July, '47** Last Survey **7th Nov. 19 47**  
 Reg. Book. Number of Visits **6**

on the **Single** Screw vessel **L.C.T. 796 "BAHR N AGASH"** Tons <sup>Gross</sup> **397.3**  
**Twin** <sup>Net</sup> **227.9**  
**Triple**  
**Quadruple**

By whom built **COLCHESTER** By whom made **DAVEY PAXMAN & CO. LTD.** Yard No. **90268/9** When built  
 Monkey Boilers made at **--** By whom made **--** Boiler No. When made  
 Brake Horse Power **345 each** Owners **SABEAN UTILITY CORPN LTD.** Port belonging to **ADDIS ABABA.**  
 Nom. Horse Power as per Rule **115** Is Refrigerating Machinery fitted for cargo purposes **NO** Is Electric Light fitted **YES**  
 Trade for which vessel is intended **COASTAL SERVICE MIDDLE EAST.**

**ENGINES, &c.**—Type of Engines **See Ipswich Rpt.No.115131** 2 or 4 stroke cycle **Single or double acting**  
 Maximum pressure in cylinders  
 Indicated Pressure  
 Diameter of cylinders  
 Length of stroke  
 No. of cylinders  
 No. of cranks  
 Distance between 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, { Solid forged dia. of journals as per Rule  
 Semi built dia. as fitted  
 All built } Crank pin dia.  
 Crank Webs Mid. length breadth  
 Mid. length thickness } shrunk Thickness parallel to axis  
 Thickness around eye-hole  
 Wheel 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 }  
 Propeller Shaft, diameter as per Rule  
 as fitted } Screw Shaft, diameter as per Rule  
 as fitted } **3 1/2"** ✓ Is the { tube } shaft fitted with a continuous liner { **No** ✓  
 as fitted }  
 Bronze Liners, thickness in way of bushes as per Rule  
 as fitted } **None** } Thickness between bushes as per Rule  
 as fitted } Is the after end of the liner made watertight in the  
 47 } **None** }  
 Propeller boss - If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner -  
 Does the liner do 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 -  
 Are two liners 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  
**No** ✓ If so, state type - - Length of Bearing in Stern Bush next to and supporting propeller **15"** ✓  
 Propeller, dia. **36"** ✓ Pitch - No. of blades **4** Material **Mg.Br.** whether Moveable **No** Total Developed Surface - sq. feet  
 Method of reversing Engines **Rev. Gear.** ✓ Is a governor or other arrangement fitted to prevent racing of the engine when declutched **Yes** ✓ 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  
 conducting material **Yes** If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine -  
 Bilge Water Pumps, No. **4** ✓ Is the sea suction provided with an efficient strainer which can be cleared within the vessel **Yes** ✓  
 Are the Pumps worked from the Main Engines, No. **None** ✓ Diameter - Stroke - Can one be overhauled while the other is at work -  
 Pumps connected to the Main Bilge Line { No. and Size **1 - 20 T/hr.** ✓ **1 - 10 T/hr.** ✓  
 How driven **Electric** **Electric.**  
 Is the cooling water led to the bilges **No** ✓ If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping  
 arrangements -  
 Fast Pumps, No. and size **1-20 T/hr.** ✓ **1-10 T/hr.** ✓ Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size **1 each engine.**  
 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"** ✓ In Pump Room  
 In Holds, &c. **4 - 2"** ✓ **1 - 2" each wing tank.** **1 - 2" - Steering Compt.**  
 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  
 easily accessible mud-boxes, 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 **Valves.** ✓  
 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 -  
 Do pipes pass through the bunkers **None** ✓ How are they protected -  
 Do pipes pass through the deep tanks - 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 -  
 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 - 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 -  
 Air Compressors, No. **None** ✓ No. of stages - Diameters - Stroke - Driven by -  
 Auxiliary Air Compressors, No. **None** ✓ No. of stages - Diameters - Stroke - Driven by -  
 Auxiliary Air Compressors, No. **None** ✓ No. of stages - Diameters - Stroke - Driven by -  
 Is provision made for first Charging the Air Receivers -  
 Charging Air Pumps, No. **None** ✓ Diameter - Stroke - Driven by -  
 Auxiliary Engines crank shafts, diameter as per Rule  
 as fitted } **3"** } Position **1 Centre 9H.P. 1 -Stb'd. 27 H.P.**  
 as fitted }  
 Have the Auxiliary Engines been constructed under special survey **No** Is a report sent herewith -



AIR RECEIVERS: - Have they been made under survey **None** ✓ State No. of Report or Certificate

Is each receiver, which can be isolated, fitted with a safety valve as per Rule  
Can the internal surfaces of the receivers be examined and cleaned Is a drain fitted at the lowest part of each receiver

Injection Air Receivers, No. **None** ✓ Cubic capacity of each Internal diameter thickness  
Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules Actual

Starting Air Receivers, No. **None** ✓ Total cubic capacity Internal diameter thickness  
Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules Actual

IS A DONKEY BOILER FITTED? **No** If so, is a report now forwarded?

Is the donkey boiler intended to be used for domestic purposes only

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

Donkey Boilers General Pumping Arrangements **Yes** Pumping Arrangements in Machinery Space  
Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied **Yes** ✓  
State the principal additional spare gear supplied **See separate list.**

This foregoing is a correct description and the particulars of the installation as fitted are as approved for torsional vibration characteristics.

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 shafts <b>23/9/47</b>	Propeller <b>23/9/47</b>	Stern tube	Engine seatings	Engines holding down bolts	<b>16/10/47</b>
Completion of filling sea connections	Completion of pumping arrangements	<b>5/11/47</b>	Engines tried under working conditions		<b>7/11/47</b>
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	<b>Steel</b>	Identification Mark	
Identification Marks on Air Receivers					

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  
Description of fire extinguishing apparatus fitted **Portable chemical extinguishers.**

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo **No** ✓ If so, have the requirements of the Rules been complied with

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with  
Is this machinery duplicate of a previous case **Yes** If so, state name of vessel **"ADULLIS".**

General Remarks (State quality of workmanship, opinions as to class, &c. **The main engines have been securely refitted on board the vessel. The auxiliary machinery has been opened up and examined and placed in good order, and tried under working conditions.**

**This machinery is eligible, in my opinion, to be classed with a record L.M.C. 11-47 and notation T.S.**

The amount of Entry Fee .. £	:	:	When applied for,
Special ... .. £ <b>23</b>	:	<b>12</b>	<b>16 DEC 1947</b>
Donkey Boiler Fee ... .. £	:	:	When received,
Travelling Expenses (if any) £ <b>2</b>	:	<b>6</b>	19..

M Dale  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

GLASGOW 16 DEC 1947

Assigned

ACCOMPANYING MACHINERY REPORT.



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The Surveyor is requested not to write on or below the space for Committee's Minute.