

## REPORT ON OIL ENGINE MACHINERY.

No. 59289

Received at London Office JAN 19 1938

Date of writing Report

19

When handed in at Local Office

15. 1. 1938

Port of Glasgow

No. in Survey held at  
Reg. Book.

Glasgow

Date, First Survey 30. Aug

Last Survey 6. Jan. 1938

Number of Visits 17

Single  
on the Twin Screw vessel  
Triple  
Quadruple

Engine No. 285 M.S. Coxwold

Tons  
Gross  
Net

Built at Boole By whom built Messrs Boole S.B. &amp; Repairs G. 26 No. 330 When built 1938

Engines made at Glasgow By whom made British Auxiliaries Engine No. 285 When made 1938

Donkey Boilers made at By whom made Boiler No. When made

Brake Horse Power 725 Owners Port belonging to

Nom. Horse Power as per Rule 125 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which vessel is intended

OIL ENGINES, &amp;c.—Type of Engines Heavy Oil Type M. 44 M. 2 or 4 stroke cycle 2 Single or double acting Single

Maximum pressure in cylinders 782 lb/sq. in. 780 Diameter of cylinders 340 7/8 Length of stroke 570 7/8 No. of cylinders 4 No. of cranks 4

Mean Indicated Pressure 99.5 lb/sq. in. Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 484 7/8 Is there a bearing between each crank Yes

Revolutions per minute 300 Flywheel dia. 1550 7/8 Weight 2580 Kgs Means of ignition Compression Kind of fuel used Diesel

Crank Shaft, dia. of journals as per Rule 211 7/8 as fitted 235 7/8 Crank pin dia. 235 7/8 Crank Webs Mid. length breadth 346.3 7/8 Thickness parallel to axis shrunk Thickness around eye hole

Flywheel Shaft, diameter as per Rule 211 7/8 as fitted 260 Intermediate Shafts, diameter as per Rule 137 7/8 as fitted Thrust Shaft, diameter at collars as per Rule 144 7/8 as fitted 260 7/8

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

Bronze 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

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

shaft If so, state type 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 Direct Is a governor or other arrangement fitted to prevent racing of the engine when decoupled Yes Means of lubrication

Forced Thickness of cylinder liners 25.5 7/8 Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with

non-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

Cooling Water Pumps, No. One 120 7/8 x 140 7/8 DA Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Bilge Pumps worked from the Main Engines, No. One Diameter 90 7/8 S.A. Stroke 140 7/8 Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and Size How driven

Is the cooling water led to the bilges If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping

arrangements

Ballast Pumps, No. and size Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2 @ 280 litres per min

Are 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 In Pump Room

In Holds, &amp;c.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Are the Bilge Suctions in the Machinery Spaces

led 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

What pipes pass through the bunkers How are they protected

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

If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

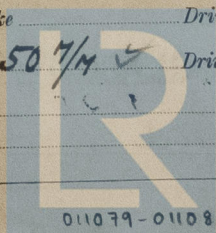
Main Air Compressors, No. One No. of stages 2 Diameters L.P. 175 7/8 H.P. 70 7/8 Stroke 350 7/8 Driven by Main Engines

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. One Diameter 770 7/8 Stroke 350 7/8 Driven by Main Engines

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

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Foundation

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**AIR RECEIVERS:**—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

High Pressure Air Receivers, No.

Cubic capacity of each

Internal diameter

thickness

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure by Rules

Starting Air Receivers, No.

Total cubic capacity

Internal diameter

thickness

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure by Rules

**IS A DONKEY BOILER FITTED?**

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

(If not, state date of approval)

15.5.37

Receivers

20/7/34

Separate Fuel Tanks

Donkey Boilers

General Pumping Arrangements

Pumping Arrangements in Machinery Space

Oil Fuel Burning Arrangements

**SPARE GEAR.**

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

See attached list

The foregoing is a correct description of

**BRITISH AUXILIARIES, LIMITED,**

Manufacturer.

**MANAGER.**

Dates of Survey while building  
During progress of work in shops-- 1937 Aug. 30 Sep. 23 Oct. 27 Nov. 2 11 29 Dec. 2 6 10 16 20 23 27 29 30 (1938)  
During erection on board vessel-- Jan. 6  
Total No. of visits 16 17

Dates of Examination of principal parts—Cylinders 16/2/37 Covers 27/10/37 Pistons 11/11/37 Rods 23/12/37 Connecting rods 23/12/37  
Crank shaft 15/11/37 (FR) Flywheel shaft and Thrust shaft 5.2.37 (FR) 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 LLOYD NO. 8227 Flywheel shaft, Material and Identification Mark  
Thrust shaft, Material steel Identification Mark LLOYD NO. 2986 Intermediate shafts, Material Identification Marks  
Tube shaft, Material Identification Mark J.F.C. 5.2.37 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

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

If so, state name of vessel

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

These engines have been built under Special Survey in accordance with the Rules and approved plans the materials and workmanship are good. They have been tried on the bench at full power with Satisfactory results. They have been shipped to Messrs Goole Shipbuilding & Repairing Co. Ltd Goole for fitting on board a vessel No. 330.

15/1/38

The amount of Entry Fee £ 3 - 0 - 0  
23/5-0 Special 4/5 Sh. 2/6 £ 25 - 0 - 0  
1/8 Hull 2/6 £ 6 - 5 - 0  
Donkey Boiler Fee £ : :  
Travelling Expenses (if any) £ : :  
When applied for, 18 JAN 1938  
When received, 16 Jan 1938

Committee's Minute GLASGOW 18 JAN 1938

Assigned Deferred.

Engine Surveyor to Lloyd's Register of Shipping.

FRI. 8 APR 1938

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