

## REPORT ON OIL ENGINE MACHINERY.

No. 4830.  
JAN 16 1939

Received at London Office

Date of writing Report 10<sup>th</sup> Dec. 1938 When handed in at Local Office 10<sup>th</sup> Dec. 1938 Port of MontrealNo. in Survey held at  
Reg. Book.Date, First Survey 9<sup>th</sup> August Last Survey 26<sup>th</sup> Nov. 1938Number of Visits 1289751 on the Single  
Twin  
Triple  
Quadruple

Screw vessel

"Scholastic"

Tons

Gross 1560.86  
Net 856.16Built at Lord P. Q. By whom built Marine Industries, Ltd. Yard No. 65 When built 1938Engines made at Beloit, Wis., U.S.A. By whom made Fairbanks, Morse & Co. Ltd. Engine No. 809119 When made 1938Donkey Boilers made at Aman, Scotland By whom made Cochrane & Co. Ltd. Boiler No. 13708 When made 1938Brake Horse Power 2 - 700 Owners Imperial Oil Shipping Co. Ltd. Port belonging to MontrealNom. Horse Power as per Rule 354 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes.Trade for which vessel is intended Carrying petroleum in bulkOIL ENGINES, &c.—Type of Engines Diesel, Solid Fuel, Positive Displacement 2 or 4 stroke cycle 2 Single or double acting singleMaximum pressure in cylinders 740 # Diameter of cylinders 12" Length of stroke 15" No. of cylinders 7 x 2 No. of cranks 7 x 2Mean Indicated Pressure 69 #Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 16" Is there a bearing between each crank Yes.Revolutions per minute 400 Engine Flywheel dia. 125" Weight ✓ Means of ignition Compression Kind of fuel used 30-32 deg.Crank Shaft, dia. of journals 8" as per Rule ✓ as fitted 8" Crank pin dia. 8" Crank Webs Mid. length breadth 11" Thickness parallel to axis 4 7/8" Mid. length thickness shrunk Thickness around eye-hole ✓Flywheel Shaft, diameter as per Rule ✓ as fitted ✓ Intermediate Shafts, diameter as per Rule 8 1/4" as fitted 9 1/2" Thrust Shaft, diameter at collars as per Rule ✓ as fitted Built inTube Shaft, diameter as per Rule ✓ as fitted ✓ Screw Shaft, diameter as per Rule 9 1/4" as fitted 10 3/4" Is the tube shaft fitted with a continuous liner Yes.Bronze Liners, thickness in way of bushes as per Rule 9/16" as fitted 5/8" Thickness between bushes as per Rule 7/8" as fitted 19/32" Is the after end of the liner made watertight in thepropeller 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 tubeshaft No. If so, state type ✓ Length of Bearing in Stern Bush next to and supporting propeller 4' 2"Propeller, dia. 12' 0 3/4" Pitch 10' 0" No. of blades 4 Material Brongze whether Moveable Fixed Total Developed Surface 59.0 sq. feetMethod of reversing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes. Means of lubricationForced Thickness of cylinder liners 1 1/8" - 3/4" Are the cylinders fitted with safety valves Yes. Are the exhaust pipes and silencers water cooled or lagged withnon-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. 2 - 4 1/2" x 4 1/2" S.A. Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes.Bilge Pumps worked from the Main Engines, No. One Diameter 2 1/4" Stroke 4 1/2" Can one be overhauled while the other is at work No.Pumps connected to the Main Bilge Line No. and Size 1 - 3 1/4" x 4" Duplex 1 - 2" x 3" two stage Cent. 2 - 2 1/4" x 4 1/2" PlungerHow driven Motor Driven Motor Driven Driven from Main EngineIs 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 pumpingarrangements ✓Ballast Pumps, No. and size 4 - 6" Suck. 5" Disch. Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1 - 5" Suck. 5" Disch.Are two independent means arranged for circulating water through the Oil Cooler Yes. Suctions, connected to both Main Bilge Pumps and Auxiliary BilgePumps, No. and size:—In Machinery Spaces 1 - 2 1/2" aft. Well, 1 - 2 1/2" Fore. Cofferdam, 2 - 2 1/2" Tank top Trunks In Pump Room 2 - 2" P.S.D.In Holds, &c. 1 - 2 1/2" aft. Peak, 2 - 2 1/2" P.P.S. Tank top in hold, 2 - 3" Cofferdam P.S.D. 2 - 3" For. Double Bottom, 1 - 3" Fore peakIndependent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 - 3" aft. Well, 1 - 3" Tank top forwardAre all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes. Are the Bilge Suctions in the Machinery Spacesled from 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 ValvesAre 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 AboveAre 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 None How are they protected ✓What pipes pass through the deep tanks None 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 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. Is the Shaft Tunnel watertight No Tunnel 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 - each No. of stages Single Diameters 8" Stroke 4 1/2" Driven by Main EnginesAuxiliary Air Compressors, No. One No. of stages Two Diameters 4" - 1 3/8" Stroke 3" Driven by MotorSmall Auxiliary Air Compressors, No. One No. of stages Two Diameters 5 3/4" - 2 3/8" Stroke 4" Driven by Clutch # 75Scavenging Air Pumps, No. One - each Diameter 28" Stroke 15" Driven by Main EnginesAuxiliary Engines crank shafts, diameter as per Rule 120 B.H.P. 4 1/4" dia, 30 B.H.P. 3" dia Position In engine room, fore and aft.



**Certificate (if required) to be sent to.....**

Engineer Surveyor to Lloyd's Register of Shipping.

© 2020  
Lloyd's Register  
Foundation