

REPORT ON OIL ENGINE MACHINERY.

No. 99177

15 SEP 1933

Received at London Office

Date of writing Report 14th Sept 1933 When handed in at Local Office 15 SEP 1933 Port of London

No. in Survey held at Newbury Date, First Survey 4th Aug. 1933 Last Survey 12th September 1933
Reg. Book. Number of Visits 4

on the Single Twin Triple Quadruple Screw vessel

MY BREEZE

Tons { Gross 622
Net 317

Built at Bowling By whom built Scott & Son Yard No. 324 When built 1933
Engines made at Glasgow By whom made British Overseas Ltd. Engine No. 163 When made 1933
Boilers made at Aman By whom made Cochran & Co Aman Ltd Boiler No. 2456 When made 1933
Indicated Horse Power 725 Owners Canterbury S.S. Co Ltd Port belonging to Lyttelton NZ
Nom. Horse Power as per Rule 156 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
Trade for which vessel is intended Coasting

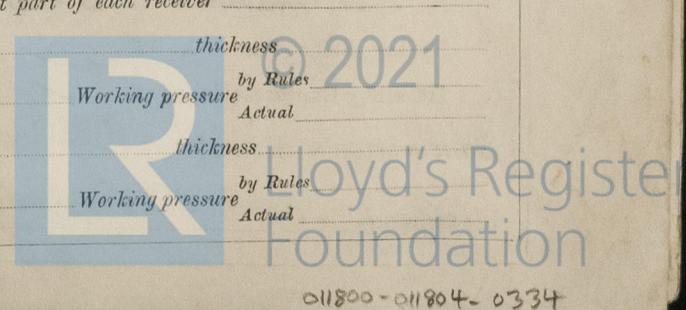
L ENGINES, &c.—Type of Engines Heavy oil 2 or 4 stroke cycle 2 Single or double acting single
Maximum pressure in cylinders 700 lb Diameter of cylinders 3407 Length of stroke 5707 No. of cylinders 5 No. of cranks 5
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge — Is there a bearing between each crank —
Revolutions per minute — Flywheel dia. — Weight — Means of ignition — Kind of fuel used —
Crank Shaft, dia. of journals as per Rule — Crank pin dia. — Crank Webs Mid. length breadth — Thickness parallel to axis
as fitted — Mid. length thickness — shrunk Thickness around eye-hole —
Flywheel Shaft, diameter as per Rule — Intermediate Shafts, diameter as per Rule 5.79" Thrust Shaft, diameter at collar as per Rule
as fitted — as fitted 6 as fitted —
Stern Tube Shaft, diameter as per Rule — Screw Shaft, diameter as per Rule 6.44" Is the { tube } shaft fitted with a continuous liner { yes
as fitted — as fitted 6 3/4" { screw }
Bronze Liners, thickness in way of bushes as per Rule .493 Thickness between bushes as per rule .37 Is the after end of the liner made watertight in the
as fitted 9/16 as fitted 9/16

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
aft — If so, state type — Length of Bearing in Stern Bush next to and supporting propeller 33 1/2"
Propeller, dia. 7'-9" 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
Thickness of cylinder liners — Are the cylinders fitted with safety valves — Are the exhaust pipes and silencers water cooled or lagged with
non-conducting material — If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being siphoned back to the engine —
Cooling Water Pumps, No. — Is the sea suction provided with an efficient strainer which can be cleared within the vessel —
Bilge 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 —
Ballast Pumps, No. and size — Lubricating Oil Pumps, including Spare Pump, No. and size —
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 —
Holds, &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
How are they protected —
How are they protected —
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. — 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 — Driven by —
Auxiliary Engines crank shafts, diameter as per Rule — as fitted —

AIR RECEIVERS—Is each receiver, which can be isolated, fitted with a safety valve as per Rule —
Can the internal surface 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 — Actual —
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 — Actual —



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 20-5-33, Receivers (If not, state date of approval)

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops - 1933 Aug. 4, 24 & September 12 = 4 Visits; 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 12-9-33, Tube shaft

Screw shaft 12-9-33, Propeller, Stern tube 4-8-33, Engine seatings, Engines holding down bolts

Completion of fitting sea connections, Completion of pumping arrangements, Engines tried under working conditions

Crank shaft, Material, Identification Mark, Flywheel shaft, Material, Identification Mark

Thrust shaft, Material, Identification Mark, Intermediate shafts, Material G.D. Med, Identification Marks 3348

Tube shaft, Material, Identification Mark, Screw shaft, Material G.D. Med, Identification Mark 3346 & 3347

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. Workmanship good)

This stem gear, comprising stem tube, one length of intermediate shafting a working & a spare propeller shaft fitted with continuous liners have been examined finished & found good. They are now being dispatched to Bowling for fitting onboard.

One fitting certificate attached hereto

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

The amount of Entry Fee £, Special Indemnity £ 5-0-0, Donkey Boiler Fee £, Travelling Expenses (if any) £

When applied for, 15 SEP 1933

When received, 10-11-1933

Geo. A. Rang

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE 14 NOV 1933

Assigned

See Gb 56 539807



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