

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 72856

Received at London Office

3 JUN 1948

Date of writing Report 20th May 1948 When handed in at Local Office 31.5.1948

No. in Survey held at Glasgow

Port of Glasgow

Date, First Survey 7.1.46

Last Survey 12.5.1948

Number of Visits 173

37509 on the Single
Twin
Triple
Screw vessel
Huntingdon

Built at Glasgow

By whom built A. Stephen & Sons Ltd

Yard No. 612 When built 1948-5

Engines made at one do
Donkey Boilers made at Annan

By whom made

Engine No. 612 When made 1948

Boiler No. 16802 When made 1948

Port belonging to London

Is Electric Light fitted yes

Is Refrigerating Machinery fitted for cargo purposes yes

Is there a bearing between each crank No

Is the after end of the liner made watertight in the propeller boss yes

Is the liner in more than one length are the junctions made by fusion through the whole thickness of the liner

Is the spare charged with a plastic material insoluble in water and non-corrosive

Is an approved Oil Gland or other appliance fitted at the after end of the tube

Length of Bearing in Stern Bush next to and supporting propeller 8'-3"

Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes

Are the cylinders fitted with safety valves yes

Are the exhaust pipes and silencers water cooled or lagged with non-conducting material lagged

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Can one be overhauled while the other is at work

Are the Bilge Suctions in the Machinery Spaces

Are they fitted with Valves or Cocks yes

Are the Overboard Discharges above or below the deep water line below

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

How are they protected

Have they been tested as per Rule

Is the Shaft Tunnel watertight yes

Is it fitted with a watertight door 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 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. 1712

Auxiliary Air Compressors, No. 2

Small Auxiliary Air Compressors, No. 1

What provision is made for first Charging the Air Receivers by Steam Air Compressor

Scavenging Air Pumps, No. 2

Auxiliary Engines crank shafts, diameter as per Rule as fitted

Have the Auxiliary Engines been constructed under special survey yes

OIL ENGINES, &c. Type of Engines Two Diesel opposed piston

Maximum pressure in cylinders 568 lb/inch² 249/16 combined 889/16 2 or 4 stroke cycle 2 Single or double acting opposedMean Indicated Pressure 84 lb/inch² Diameter of cylinders 725 mm Length of stroke 2250 mm No. of cylinders 5 No. of cranks 15

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 1410 mm

Revolutions per minute 120 Flywheel dia. 1410 mm Weight

Crank Shaft, Solid forged dia. of journals as per Rule 560 mm Crank pin dia. 560 mm Crank Webs Mid. length breadth 1040 mm Thickness parallel to axis 315 mm

Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule 15.37 mm Thrust Shaft, diameter at collars as per Rule 410 mm

Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 16.79 mm Is the tube shaft fitted with a continuous liner yes

Bronze Liners, thickness in way of bushes as per Rule 26/32 Thickness between bushes as per Rule 19.5 mm Is the after end of the liner made watertight in the propeller boss yes

If the liner does not fit tightly at the part between the bearings in the stern tube, is the spare 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

shaft No If so, state type 15.3" then 16.5" Pitch 16.9" No. of blades 4 Material Bronze whether Moveable yes Total Developed Surface 100 sq. feet

Propeller, dia. 17'-0" Method of reversing Engines direct Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes

Thickness of cylinder liners 46 mm Are the cylinders fitted with safety valves yes

Are the exhaust pipes and silencers water cooled or lagged with non-conducting material lagged

Cooling Water Pumps, No. 22450 tons/hour rotary Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Bilge Pumps worked from the Main Engines, No. Nil Diameter 100-120 Stroke 100-120 Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and Size 1 Bilge pp rotary 100-120, 1 Gen Service pp rotary 100-120, 1 Ballast pp rotary 450 tons/hour

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

Ballast Pumps, No. and size 12450 tons/hour rotary Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 3 270 tons/hour

Are two independent means arranged for circulating water through the Oil Cooler yes

Pumps, No. and size:—In Machinery Spaces 3 23 1/2", 2 22 1/2" coffee dam pp, 1 22 1/2" coffee dam pp

In Holds, &c. No. 1-2 23", No. 2-2 23 1/2", No. 3-2 23 1/2", coffee dam 2 23", 1 22", No. 4-3 23", No. 5-3 23", No. 6-2 22 1/2", 1 22 1/2" 1 23"

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 26"

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-bones yes

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

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

What pipes pass through the bunkers Nil

What pipes pass through the deep tanks Nil

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

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

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