

## REPORT ON OIL ENGINE MACHINERY.

No. 20454

Received at London Office MAY 31 1939

of writing Report 26th May, 1939 When handed in at Local Office 26th May 1939 Port of GREENOCK.

in Survey held at  
Book.

Port Glasgow

Date, First Survey 30th SEPTEMBER 1938 Last Survey 19th May, 1939.

Number of Visits 19

Single  
Twin  
Triple  
Quadruple  
Screw vesselBARIMATons { Gross 277.78  
Net 110.71

Built at Port Glasgow

By whom built Ferguson Bros. (Port Glasgow) Ltd. Yard No. 340 When built 1939-5.

Machines made at Colchester

By whom made Dwyer, Parsons &amp; Co. (Colchester) Ltd. Engine No. 500248 When made 1939.

Boilers made at None

By whom made Boiler No. When made

Horse Power 360

Owners Government of British Guiana Port belonging to Georgetown

Horse Power as per Rule 55

Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Service for which vessel is intended

River + Coastal Service British Guiana.

ENGINES, &amp;c. Type of Engines

Heavy Oil

2 or 4 stroke cycle 4 Single or double acting Single

Mean pressure in cylinders 700 lb.

82 lb.

Diameter of cylinders

6 7/8"

Length of stroke 10"

No. of cylinders 6 (each) No. of cranks 6 (each)

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

Material { Solid forged  
Semi built dia. of journals as per Rule  
All built as fitted

Crank Ips. Rpt. 107254

Crank Webs Mid. length breadth  
Mid. length thicknessshrink Thickness parallel to axis  
Thickness around eye holeCrank Shaft, diameter as per Rule  
as fittedIntermediate Shafts, diameter as per Rule  
as fittedThrust Shaft, diameter at collars as per Rule  
as fittedShaft, diameter as per Rule  
as fittedScrew Shaft, diameter as per Rule  
as fittedIs the { tube  
screw } shaft fitted with a continuous liner { NoLiners, thickness in way of bushes as per Rule  
as fittedThickness between bushes as per Rule  
as fitted

Is the after end of the liner made watertight in the

r boss

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

If 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 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

Yes If so, state type "Newark"

Ferguson Bros.

Length of Bearing in Stern Bush next to and supporting propeller 210"

Liners dia. 4 1/2" Pitch 4 1/8"

No. of blades 3

Material Bronze

whether Moveable No

Total Developed Surface 7 sq. feet

Means 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 pistons fitted with safety valves

Are the exhaust pipes and silencers water cooled or lagged with

Lubricating 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

Water Pumps, No. One (each engine)

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

Pumps worked from the Main Engines, No. None

Diameter Stroke Can one be overhauled while the other is at work

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

Two - 5" x 5" x 5"

Electric Motors

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

Pumps

Pumps, No. and size

None

Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size Ips. Rpt. 107254

Independent means arranged for circulating water through the Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

No. and size:—In Machinery Spaces

Two @ 2"

Tunnel

One @ 2"

In Pump Room

s, &amp;c.

One @ 2 1/4"

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

One @ 2 1/2"

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

Sea Connections fitted direct on the skin of the ship

Yes

Are they fitted with Valves or Cocks

Both

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

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

None

Pipes pass through the bunkers

None

How are they protected

Pipes pass through the deep tanks

None

Have they been tested as per Rule

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

Yes

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

Yes

Is it fitted with a watertight door

Yes

worked from Bulkhead deck

On board vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Air Compressors, No.

Two

No. of stages

Two

Diameters 1 1/4" + 3/4"

Stroke 3"

Driven by Aux. Engines

Auxiliary Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

Provision is made for first Charging the Air Receivers

Hand starting auxiliary engine

Lifting Air Pumps, No.

Diameter

Stroke

Driven by

Auxiliary Engines crank shafts, diameter as per Rule  
as fitted

No. of stages

Diameters

Stroke

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Driven by

012585 - 012590 - 0197



**AIR RECEIVERS:**—Have they been made under survey *Sp. Rpt.* Are reports or certificates now forwarded *107254*  
Is each receiver, which can be isolated, fitted with a safety valve as per Rule *yes*  
Can the internal surfaces of the receivers be examined and cleaned *yes* Is a drain fitted at the lowest part of each receiver *yes*  
**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.** *—* Total cubic capacity *—* Internal diameter *—* thickness *—*  
Seamless, lap welded or riveted longitudinal joint *—* Material *Sp. Rpt. 107254* Range of tensile strength *—* Working pressure *—* by Rules *—* Actual *—*

**IS A DONKEY BOILER FITTED?**

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

**PLANS.** Are approved plans forwarded herewith for Shafting *11-7-35* (If not, state date of approval)

Receivers *Sp. Rpt. 107254* Separate Fuel Tanks *—*

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 *one - screw shaft: Purchased LLOYD'S 8635 11-5-39 J.*

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops-- (1938) SEPT. 30. OCT. 6. 24. NOV. 4. 10. DEC. 30. (1939) JAN. 12. FEB. 24. MAR. 17. 22.  
During erection on board vessel-- APR. 4. 10. 11. 13. 26. MAY 9. 11. 18. 19.  
Total No. of visits *19*

Dates of Examination of principal parts—Cylinders *—* Covers *—* Pistons *—* Rods *—* Connecting rods *—*  
Crank shaft *—* Flywheel shaft *—* Thrust shaft *—* Intermediate shafts *11-4-39* Tube shaft *Don*  
Screw shafts *11-4-39* Propellers *11-4-39* Stern tubes *10+13-4-39* Engine seatings *24-2-39* Engines holding down bolts *26-4-39*  
Completion of fitting sea connections *9-5-39* Completion of pumping arrangements *19-5-39* Engines tried under working conditions *19-5-39*  
Crank shaft, Material *—* Identification Mark *—* Flywheel shaft, Material *—* Identification Mark *—*  
Thrust shaft, Material *—* Identification Mark *—* Intermediate shafts, Material *Steel* Identification Marks *2510, 511, 11-4-39*  
Tube shaft, Material *—* Identification Mark *—* Screw shafts, Material *Steel* Identification Mark *8838 11-4-39*

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 *yes*

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 *MY'S "POMEAON" & "LADY NORTHCO"*

**General Remarks** (State quality of workmanship, opinions as to class, &c. *These engines & their auxiliaries*

*been properly fitted on board, tried under full power at sea & found satisfactory.*

*This vessel's machinery is eligible, in my opinion, to be classed in the Register Book with records of LMC - 5-39: Oil Eng.: O.G..*

The amount of Entry Fee £ *1* : *5* : *0* When applied for, *19*  
Special *Installation of engines* £ *3* : *0* : *0*  
Donkey Boiler Fee £ *—* : *—* : *—* When received, *30.6.1939*  
Travelling Expenses (if any) £ *—* : *—* : *—*

Committee's Minute **GLASGOW** *30 MAY 1939*

Assigned *1- Lmc 5.39 Oil Eng.*

Engineer Surveyor to Lloyd's Register of Shipping



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