

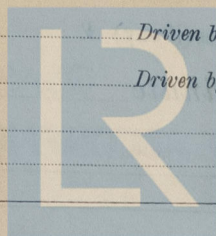
4b.

## REPORT ON OIL ENGINE MACHINERY.

No. 107254

Writing Report 12-4-1939 When handed in at Local Office 20 APR 1939 Port of Ipswich  
 Survey held at Colchester Date, First Survey 17 Oct 1938 Last Survey 4 April 1939  
 on the Single Screw vessel "BARIMA"  
 at Int. Glasgow By whom built Ferguson Bros Yard No. 340 When built 1939  
 es made at Colchester By whom made Denny, Rapson & Co. (Colchester) Ltd. Engine No. 50024 When made 1939  
 ey Boilers made at By whom made Boiler No. When made  
 e Horse Power 180 (360) Owners Government of British Guiana Port belonging to  
 Horse Power as per Rule 55 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted  
 e for which vessel is intended River & Coastal Service British Guiana

ENGINES, &c. Type of Engines Heavy Oil 2 or 4 stroke cycle 4 Single or double acting single  
 um pressure in cylinders 700 lb. Diameter of cylinders 6 7/8" Length of stroke 10" No. of cylinders 6 No. of cranks 6  
 Indicated Pressure 82 lb. Flywheel dia. 26" Weight 520 lb. Means of ignition Compression Kind of fuel used Diesel  
 of bearings, adjacent to the Crank, measured from inner edge to inner edge 7 1/16" Is there a bearing between each crank Yes  
 tions per minute 1000 Crank pin dia. 4 1/4" Crank Webs Mid. length breadth 7 1/4" Thickness parallel to axis  
 Shaft, dia. of journals as per Rule 5 1/2" as fitted 5 1/2" Mid. length thickness 2" Thickness around eyehole  
 Steel Shaft, diameter as per Rule 4 1/4" as fitted Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule  
 Shaft, diameter as fitted Screw Shaft, diameter as fitted Is the tube shaft fitted with a continuous liner  
 e Liners, thickness in way of bushes as per Rule Thickness between bushes as per rule Is the after end of the liner made watertight in the  
 ds er boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner  
 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  
 26-4 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  
 19-5 If so, state type Length of Bearing in Stern Bush next to and supporting propeller  
 510, 571, 1-4-39 od of reversing Engines Reverser Gear Is a governor or other arrangement fitted to prevent racing of the engine when declutched No Means of lubrication  
 8338 11-4 ed Thickness of cylinder liners 1/2" Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with  
 nducting material If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine  
 ing Water Pumps, No. 1 Is the sea suction provided with an efficient strainer which can be cleared within the vessel  
 Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work  
 THCOT ps connected to the Main Bilge Line No. and Size How driven  
 ies 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  
 + Elements  
 ust Pumps, No. and size Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size Main Engine, one each, geared, 3/4" suction & del.  
 wo independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge  
 ps, No. and size:—In Machinery Spaces In Pump Room  
 olds, &c.  
 pendent Power Pump Direct Suctions to the Engine Room Bilges, No. and size  
 all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Are the Bilge Suctions in the Machinery Spaces  
 rom easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges  
 all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks  
 hey 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  
 hey 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  
 pipes pass through the bunkers How are they protected  
 pipes pass through the deep tanks Have they been tested as per Rule  
 all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times  
 e 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  
 artment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from  
 wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork  
 n Air Compressors, No. No. of stages Diameters Stroke Driven by  
 iliary Air Compressors, No. No. of stages Diameters Stroke Driven by  
 ll Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by  
 reving Air Pumps, No. Diameter Stroke Driven by  
 iliary Engines crank shafts, diameter as per Rule No. Position  
 as fitted



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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

Actual

Starting Air Receivers, No.

Two

Total cubic capacity

20 cubic ft.

Internal diameter

19 1/2"

thickness

3/8"

Seamless, lap welded or riveted longitudinal joint

riveted

Material

Steel

Range of tensile strength

26/30 + 28/32

Working pressure

by Rules

Actual

350

350

**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

6 - 9 - 38

Receivers

8 - 9 - 38

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

The foregoing is a correct description,

DAVEY, PAXMAN & CO. (Colchester) Limited.

Manufacturer.

Dates of Survey while building

During progress of work in shops

During erection on board vessel

Total No. of visits

1938: Oct 17, 26 Nov 4, 18 Dec 6, 12.

1939: Jan 2, 5, 12, 19, 26 Feb 1, 20 Mar 3, 20 April

16 (in shops)

Dates of Examination of principal parts—Cylinders

26-1-39

Covers

5-1-39, 12-1-39

Pistons

26-1-39

Rods

Connecting rods

26-1-39

Crank shaft

Flywheel shaft

Thrust shaft

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

21-10-38

Flywheel shaft, Material

Crank shaft

Identification Mark

Thrust shaft, Material

Identification Mark

Intermediate shafts, Material

Identification Marks

Tube shaft, Material

Identification Mark

Screw shaft, Material

Identification Mark

Is the flash point of the oil to be used over 150° F.

No

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

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

No

If so, state name of vessel

M.V. "LADY NORTHCOTE"

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

The machinery has been constructed under Special Survey in accordance with the approved plans & Rule requirements. The materials & workmanship are sound & of good description. The engines have been tested on the Bench under full load conditions and found satisfactory and have been dispatched to Port Glasgow to be fitted on board a Classed vessel.

These Engines have been fitted in the vessel at Port Glasgow 25-5-39

The amount of Entry Fee

£

:

When applied for,

Special

£

:

:

When received,

Donkey Boiler Fee

£

:

When received,

Travelling Expenses (if any)

£

:

When received,

Committee's Minute

GLASGOW

30 MAY 1939

Assigned

SEE ACCOMPANYING MACHINERY REPORT.

Engineer Surveyor to Lloyd's Register of Shipping.



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