

REPORT ON OIL ENGINE MACHINERY.

No. 10808

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Date of writing Report 3/8 1956 When handed in at Local Office 19 Port of Stockholm
No. in Survey held at Lidingsö Date, First Survey 14.2.56 Last Survey 15/6 1956
Reg. Book. Number of Visits 5

Single
Triple
Quadruple
Screw vessel "PARADISE BEACH" Tons Gross - Net -

Built at Lidingsö By whom built Gustafsson & Anderssons Varv A/B Yard No. 758 When built 1956

Engines made at - By whom made - Engine No. - When made -

Donkey Boilers made at - By whom made - Boiler No. - When made -

Brake Horse Power { Maximum - Service - Owners Messrs. Paradise Beach & Transportation Co. Port belonging to Nassau

M.N. as per Rule - Is Refrigerating Machinery fitted for cargo purposes - Is Electric Light fitted Yes

Trade for which vessel is intended Ferry Service in Nassau Harbour

OIL ENGINES, &c. - Type of Engines 2 or 4 stroke cycle Single or double acting

Maximum pressure in cylinders Diameter of cylinders Length of stroke No. of cylinders No. of cranks

Mean Indicated Pressure - Span of bearings (i.e., distance between inner edges of bearings in

way of a crank) Is there a bearing between each crank Revolutions per minute { Maximum - Service -

Flywheel dia. Weight Moment of inertia of flywheel (lbs. in² or Kg. cm²) Means of ignition Kind of fuel used

" " " " balance wts. (" " " " ")

Crank Shaft, { Solid forged dia. of journals as per Rule. Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis

{ Semi built as fitted. { shrunk Mid. length thickness Thickness around eyehole

{ All built as fitted. Flywheel Shaft, diameter as per Rule. Intermediate Shafts, diameter as per Rule approved Thrust Shaft, diameter at collars as per Rule

as fitted. 65 mm dia. as fitted. Tube Shaft, diameter as per Rule. Screw Shaft, diameter as per Rule approved & as fitted. 65 mm. dia. Is the screw shaft fitted with a continuous liner { No

as fitted. Bronze Liners, thickness in way of bushes as per Rule. Thickness between bushes as fitted. Is the after end of the liner made watertight in the

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 fitted at the after

end of stern tube No. Inboard Gunmetal bush with hard rubber outer sleeve Length of bearing in Stern Bush next to and supporting propeller 280 mm.

Propeller, dia. 700 mm Pitch 660 mm No. of blades 4 Material Bronze whether moveable No Total developed surface 2800 sq. cm

Moment of inertia of propeller including entrained water (lbs. in² or Kg. cm²) 1.072 kg m² Kind of damper, if fitted -

Method of reversing Engines Is a governor or other arrangement fitted to prevent racing of the engine - 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 syphoned

back to the engine. Cooling Water Pumps, No. and how driven Working F.W.

S.W. Spare F.W. S.W. Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Bilge Pumps worked from the Main Engines, No. and capacity Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and capacity of each How driven

Is the 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

arrangements. Ballast Pumps, No. and capacity Power Driven Lubricating Oil Pumps, including spare pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler. Branch Bilge Suctions 6

No. and size: - In machinery spaces 2 x 2" dia In pump room -

In holds, &c. 4 x 2"

Direct Bilge Suctions to the engine room bilges, No. and size 1 x 2"

Are all the bilge suction pipes in holds and tunnel well fitted with strum-boxes. Yes Are the bilge suction 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. Yes

Are all Sea Connections fitted direct on the skin of the Ship. Yes Are they fitted with valves or cocks. Both Are 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. Yes

Are 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. -

What pipes pass through the bunkers. - How are they protected. -

What pipes pass through the deep tanks. - Have they been tested as per Rule. -

Are all pipes, cocks, valves and pumps in connection with the machinery and bilge discharges 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. - 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

What provision is made for first charging the air receivers

Scavenging Air Pumps or Blowers, No. How driven

Auxiliary Engines Have they been made under survey Engine Nos.

Makers name Position of each in engine room Report No.

4 10708
AIR RECEIVERS:—Have they been made under survey

State No. of report or certificate

State full details of safety devices

Can the internal surfaces of the receivers be examined and cleaned

Is a drain fitted at the lowest part of each receiver

Injection Air Receivers, No

Cubic capacity of each

Internal diameter

thickness

Seamless, welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure

Starting Air Receivers, No

Total cubic capacity

Internal diameter

thickness

Seamless, welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure

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 Screwshafts 17.2.56.

(If not, state date of approval)

Receivers

Separate fuel tanks 25.10.52

Donkey boilers

General pumping arrangements

Pumping arrangements in machinery space

Oil fuel burning arrangements

Have Torsional Vibration characteristics been approved

Date and particulars of approval

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State if for "short voyages" only

State the principal additional spare gear supplied

The foregoing is a correct description

Gustafson & Andersson
Värnamo A.B.

Manufacturer Shipbuilder.

Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - -
Total No. of visits 5

14th, 29th Feb, 12th March, 5th April, 15th June, 1956.

Dates of examination of principal parts—Cylinders - Covers - Pistons - Rods - Connecting rods -

Crank shaft - Flywheel shaft - Thrust shaft - Intermediate shafts - Tube shaft -

Screw shaft 12.3.56 Propeller 12.3.56 Stern tube 29.2.56 Engine seatings 12.3.56 Engine holding down bolts -

Completion of fitting sea connections 5.4.56 Completion of pumping arrangements 5.4.56 Engines tried under working conditions -

Crank shaft, material - Identification mark - Flywheel shaft, material, - Identification mark -

Thrust shaft, material - Identification mark - Intermediate shafts, material Steel Identification mark -

Tube shaft, material - Identification mark - Screw shaft, material Stainless steel Identification mark -

Identification marks on air receivers -

Welded receivers, state Makers' Name -

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 Yes

Full description of fire extinguishing apparatus fitted in machinery spaces 3 x 20 kgs Svenska Tempus (CO²)

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 -

What is the special notation desired -

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 -

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

These machinery items have been installed onboard under my inspection and to my satisfaction.

The workmanship and materials used in the construction are good.

To complete the survey during construction, the installation of the main and auxiliary machinery remain to be examined, pumping arrangements to be tested and the sea trials to be witnessed.

The survey will be completed at Nassau, Bahamas by the Miami Surveyor to whom a copy of this report has been forwarded.

This machinery is eligible in my opinion to have the notation of LMC (with date) when securely fitted onboard and tested to the Society's Surveyors satisfaction.

The amount of Entry Fee ... £ :

Special ... £r. 210:--

Donkey Boiler Fee... £ :

Travelling Expenses (if any) £r. 20:--

When applied for 3/8 1956

When received 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned



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