

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 57721

Received at London Office.

-2 DEC '76

Date of writing Report.

19

When handed in at Local Office

28. 11. 36

Port of

Glasgow

No. in Survey held at
Reg. Book.

Glasgow

Date, First Survey

20. 1. 36

Last Survey

23. 11. 1936

Number of Visits

61

Single
on the Twin
Triple
Quadruple

Screw vessel

From Swan Hunter & Wigham Richardson Ltd. 1004 Tons

Gross 9687
Net 5826

PORT JACKSON.

Built at

Newcastle-on-Tyne

By whom built

Swan Hunter & Wigham Richardson Ltd.

Yard No.

1515 When built 1937

Engines made at

Glasgow

By whom made

Barclay Currie & Co. Ltd.

Engine No.

When made 1936

Donkey Boilers made at

ANNAN

By whom made

COCHRAN & Co.

Boiler No.

When made

Brake Horse Power

5450

Owners

Commonwealth & Dominion Line

Port belonging to

LONDON

Nom. Horse Power as per Rule

2025

Is Refrigerating Machinery fitted for cargo purposes

Yes

Is Electric Light fitted

Yes

Trade for which vessel is intended

UK to New Zealand & Australian Ports

II. ENGINES, &c.—Type of Engines

Dotted upper piston

2 or 4 stroke cycle

Single or double acting

Maximum pressure in cylinders

568 lbs

Diameter of cylinders

425 1/2

Length of stroke

2250 1/2

No. of cylinders

8

No. of cranks

8

Mean Indicated Pressure

84 1/2

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

1410 1/2

Is there a bearing between each crank

-

Revolutions per minute

120

Flywheel dia.

-

Weight

-

Means of ignition

Comp.

Kind of fuel used

Diesel

Crank Shaft, dia. of journals

as per Rule 4 1/2

Crank pin dia.

540 1/2

Crank Webs

Mid. length breadth 1020 1/2

Mid. length thickness 225 1/2

Thickens parallel to axis 310 1/2

Thickens around eyehole 245 1/2

Flywheel Shaft, diameter

as per Rule 4 1/2

as fitted 540 1/2

Intermediate Shafts, diameter

as per Rule 4 1/2

as fitted 540 1/2

Thrust Shaft, diameter at collars

as per Rule 4 1/2

as fitted 540 1/2

Tube Shaft, diameter

as per Rule 4 1/2

as fitted 540 1/2

Screw Shaft, diameter

as per Rule 4 1/2

as fitted 540 1/2

Is the { tube } shaft fitted with a continuous liner { screw }

Bronze Liners, thickness in way of bushes

as per Rule 1 1/2

as fitted 1 1/2

Thickness between bushes

as per Rule 1 1/2

as fitted 1 1/2

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 or other appliance fitted at the after end of the tube

shaft If so, state type

Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia.

Pitch

No. of blades

Material

whether Moveable

Total Developed Surface

sq. feet

Method of reversing Engines

Compound Direct

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

Yes Means of lubrication

Thickness of cylinder liners

1 1/2

Are the cylinders fitted with safety valves

Yes

Are the exhaust pipes and silencers water cooled or lagged with

non-conducting 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

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

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

Ballast Pumps, No. and size

Power Driven 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

In 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

and 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

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 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

Vacuuming Air Pumps, No.

2

Diameter

1620 1/2

Stroke

1400 1/2

Driven by

Crank shafts

Auxiliary Engines crank shafts, diameter

as per Rule

as fitted

013961-013971-0084

Lloyd's Register
Foundation

