

47071

pt. 4b

REPORT ON OIL ENGINE MACHINERY.

No. 47071

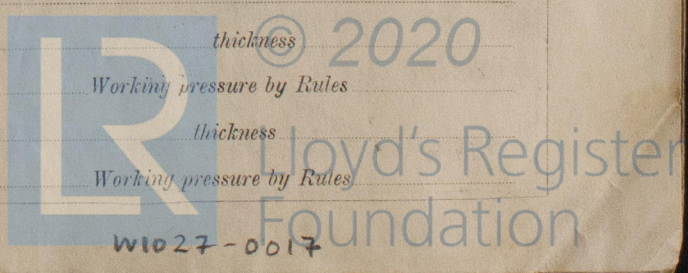
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REMARKS.

1. Date of writing Report 10. When handed in at Local Office 19. Port of 2. Date, First Survey 12<sup>th</sup> Sept. Last Survey 14<sup>th</sup> Sept. 1924. Number of Visits 2. 3. in Survey held at 7. Book. 4. on the Single Twin Triple Quadruple Screw vessel M.V. Pacific Enterprise. 5. Tons Gross Net. 6. Built at Glasgow. By whom built Blythwood S. B. Co. Yard No. 15. When built 1924. 7. Engines made at. By whom made. Engine No. When made. 8. Monkey Boilers made at. By whom made. Boiler No. When made. 9. Brake Horse Power. Owners. Port belonging to. 10. m. Horse Power as per Rule. Is Refrigerating Machinery fitted for cargo purposes. Is Electric Light fitted. 11. Made for which vessel is intended.

12. ENGINES, &c.—Type of Engines 2 or 4 stroke cycle Single or double acting. 13. Maximum pressure in cylinders. Diameter of cylinders. Length of stroke. No. of cylinders. No. of cranks. 14. Position of bearings, adjacent to the Crank, measured from inner edge to inner edge. Is there a bearing between each crank. 15. Revolutions per minute. Flywheel dia. Weight. Means of ignition. Kind of fuel used. 16. Crank Shaft, dia. of journals as per Rule as fitted. Crank pin dia. Crank Webs Mid. length breadth Mid. length thickness. Thickness parallel to axis shrunk Thickness around eyehole. 17. Wheel Shaft, diameter as per Rule as fitted. Intermediate Shafts, diameter as per Rule as fitted. Thrust Shaft, diameter at collars as per Rule as fitted. 18. Main Shaft, diameter as per Rule as fitted. Screw Shaft, diameter as per Rule as fitted. Is the tube screw shaft fitted with a continuous liner. 19. Bronze Liners, thickness in way of bushes as per Rule as fitted. Thickness between bushes as per rule as fitted. Is the after end of the liner made watertight in the 20. Propeller boss. If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner. 21. 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. 22. 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 23. End of the tube shaft. Length of Bearing in Stern Bush next to and supporting propeller. 24. Propeller, dia. Pitch. No. of blades. Material. Whether Moveable. Total Developed Surface sq. feet. 25. Method of reversing Engines. Is a governor or other arrangement fitted to prevent racing of the engine when declutched. Means of lubrication. 26. Thickness of cylinder liners. Are the cylinders fitted with safety valves. Are the exhaust pipes and silencers water cooled or lagged with 27. Insulating material. If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine. 28. Bilge Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel. 29. Main Engines, No. Diameter. Stroke. Can one be overhauled while the other is at work. 30. Pumps connected to the Main Bilge Line No. and Size How driven. 31. Lubricating Oil Pumps, including Spare Pump, No. and size. 32. Two independent means arranged for circulating water through the Oil Cooler. 33. Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge 34. Pumps, No. and size:—In Machinery Spaces. 35. Holds, &c. 36. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size. 37. Are the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes. Are the Bilge Suctions in the Machinery Spaces 38. from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges. 39. All Sea Connections fitted direct on the skin of the ship. Are they fitted with Valves or Cocks. Both. 40. 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. 41. 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. 42. At pipes pass through the bunks. How are they protected. 43. At pipes pass through the deep tanks. Have they been tested as per Rule. 44. All Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times. 45. 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 46. Department to another. Is the Shaft Tunnel watertight. Is it fitted with a watertight door. worked from 47. Wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork. 48. In Air Compressors, No. No. of stages. Diameters. Stroke. Driven by. 49. Auxiliary Air Compressors, No. No. of stages. Diameters. Stroke. Driven by. 50. All Auxiliary Air Compressors, No. No. of stages. Diameters. Stroke. Driven by. 51. Ventilating Air Pumps, No. Diameter. Stroke. Driven by. 52. Auxiliary Engines crank shafts, diameter as per Rule as fitted.

53. RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule. 54. The internal surfaces of the receivers be examined. What means are provided for cleaning their inner surfaces. 55. Where a drain arrangement fitted at the lowest part of each receiver. 56. High Pressure Air Receivers, No. Cubic capacity of each. Internal diameter. thickness. 57. Class, lap welded or riveted longitudinal joint. Material. Range of tensile strength. Working pressure by Rules. 58. Storing Air Receivers, No. Total cubic capacity. Internal diameter. thickness. 59. Class, lap welded or riveted longitudinal joint. Material. Range of tensile strength. Working pressure by Rules.





IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafing  
(If not, state date of approval)

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building  
During progress of work in shops - 1927 Sep 12-14  
During erection on board vessel -  
Total No. of visits

Dates of Examination of principal parts—Cylinders Covers Pistons Rods Connecting rods  
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 14/9/24 Completion of pumping arrangements Engines tried under working conditions  
Crank shaft, Material Identification Mark Flywheel shaft, Material 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.

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

If so, have the requirements of the Rules been complied with

Is this machinery duplicate of a previous case

If so, state name of vessel

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

Lastings of propeller, Stern tube + seaconnections examined and found in order.

The amount of Entry Fee ... £ : : When applied for,  
Special ... £ : : 19.  
Donkey Boiler Fee ... £ : : When received,  
Travelling Expenses (if any) £ : : 19.

Committee's Minute GLASGOW 6- DEC 1927

Assigned See Greenock Report N° 18809.

Profformus.  
Engineer Surveyor to Lloyd's Register of Shipping



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