

4b.

## REPORT ON OIL ENGINE MACHINERY.

No. 145.

19 FEB 1947

Received at London Office

Writing Report

19

When handed in at Local Office

19

Port of

Survey held at

Date, First Survey

Last Survey

19

Book.

Number of Visits

Single  
on the Twin  
Triple  
Quadruple  
Selby.

Screw vessel M.T. "MILFORD VISCOUNT"

Tons

Gross

Net

By whom built Cochrane &amp; Sons.

Yard No. 1319 When built

es made at Lincoln.

By whom made Ruston &amp; Hornsby Ltd., 13/450053

Engine No. 241110 When made

Boilers made at

By whom made

Boiler No. When made

Horse Power 750

Owners

Port belonging to

Horse Power as per Rule

190 - MN

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

for which vessel is intended Trawler.

ENGINES, &amp;c. — Type of Engines 8VGBXM. Pressure Charged No. 241110

2 or 4 stroke cycle

4

Single or double acting

SA

um pressure in cylinders 700 lbs.

Diameter of cylinders 12 1/2"

Length of stroke 15"

No. of cylinders 8

No. of cranks 8

Indicated Pressure 140 lbs.

of bearings, adjacent to the crank, measured from inner edge to inner edge

13.13/16"

Is there a bearing between each crank

Yes.

utions per minute 400/133

Flywheel dia 48"

Weight 4144 lbs.

Means of ignition

Compression

Kind of fuel used Diesel Oil.

Solid forged

dia. of journals

as per Rule

App'd.

as fitted

Crank pin dia 7"

Crank webs

Mid. length breadth 12"

Mid. length thickness 4"

shrink

Thickness parallel to axis

Thickness around eyehole

Manufac wheel Shaft, diameter

Intermediate Shafts, diameter

Thrust Shaft, diameter at collars

Shaft, diameter

Screw Shaft, diameter

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

ze 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

ller boss

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

e 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-

side — 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

tube shaft — If so, state type — Length of bearing in Stern Bush next to and supporting propeller

eller, dia 9'-6" Pitch 11" No. of blades 4 Material C.I. whether moveable No. Total developed surface 36 sq. feet

od of reversing Engines Reverse gear

ation Forced Thickness of cylinder liners 1" Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled

ged with non-conducting material — If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned

to the engine — Cooling Water Pumps, No. 1 @ 4 3/4" x 4 3/4" x 225 R.P.M. Is the sea suction provided with an efficient strainer which can be cleared within the vessel —

Pumps worked from the Main Engines, No. 1 Diameter 4 3/4" Stroke 4 3/4" Can one be overhauled while the other is at work —

ps connected to the Main Bilge Line { No. and size — How driven —

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

gements —

st Pumps, No. and size — Power Driven Lubricating Oil Pumps, including spare pump, No. and size 1 @ 800 gals. per hour. Ruston

wo independent means arranged for circulating water through the Oil Cooler — Suctions, connected to both main bilge pumps and auxiliary

pumps, No. and size: — In machinery spaces — In pump room —

lds, &amp;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 suction in the machinery spaces led from easily

ible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges. —

ll Sea Connections fitted direct on the skin of the Ship. — Are they fitted with valves or cocks. — Are they fixed

iently 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. —

ll pipes, cocks, valves and pumps in connection with the machinery and all boiler mountings accessible at all times. —

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

s, or from one compartment to another. — Is the shaft tunnel watertight. — Is it fitted with a watertight door. — worked from. —

ood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork. —

Air Compressors, No. — No. of stages — diameters — stroke — driven by —

Air Compressors, No. 1 No. of stages — diameters 3" stroke 3 1/2" driven by belt.

Shipping Auxiliary Air Compressors, No. 1 No. of stages 1 diameters 3 1/4" stroke 3 1/4" driven by Auxy. Engine.

provision is made for first charging the air receivers. —

nging Air Pumps, No. — diameter — stroke — driven by —

liary Engines crank shafts, diameter — as per Rule — No. — Position —

the auxiliary engines been constructed under special survey. — Is a report sent herewith. —

Sum  
17/3/47Ruston  
Drysdale

34110-4011

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**AIR RECEIVERS:**—Have they been made under survey..... State No. of report or certificate.....

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.....

**Injection Air Receivers.** No..... Cubic capacity of each..... Internal diameter..... thickness.....

Seamless, lap welded or riveted longitudinal joint..... Material..... Range of tensile strength..... Working pressure.....

**Starting Air Receivers.** No..... Total cubic capacity..... Internal diameter..... thickness.....

Seamless, lap 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..... 19.9.45. 16.2.46. Receivers..... Separate fuel tanks.....

(If not, state date of approval)

Donkey boilers..... General pumping arrangements..... Pumping arrangements in machinery space.....

Oil fuel buring arrangements.....

### SPARE GEAR.

Has the spare gear required by the Rules been supplied.....

State the principal additional spare gear supplied.....

Pressure Charger fitted. No. P.C.148/VL. manufactured by Richardsons, Westgarth & Co. Ltd.,

Hartlepool. W. Hpl. Certificate C.1196. Mark. LLOYD'S. A.O. 6/6/46.

Reverse-reduction gear box No. 10011. Type M2WR5. manufactured by Modern Wheel Drive Ltd.,

Slough. Lon. Certificate No. MWD(M)3. Mark. LLOYD'S. MWDM No. 10011.

Huston & Hornsby, Limited.

The foregoing is a correct description, */s/ Hans 10/6/47 Manufacturer.*

Dates of Survey while building { During progress of work in shops - - 6th - 9th - 23 Sept. 13th - 20th Dec. 1946. 8th - 17th Jan 1947  
During erection on board vessel - - -  
Total No. of visits.....

Dates of examination of principal parts—Cylinders 6.9.46. Covers 6.9.46. Pistons 23.9.46. Rods - Connecting rods 23.9.46.

Crank shaft 2.8.46:23.9.46. Flywheel shaft - Thrust shaft - Intermediate shafts - Tube shaft -

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

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

Crank shaft, material S.M.A.O.H. Steel. Identification mark LL.4697.TDS. 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 -

Identification marks on air receivers.....

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.....

Description of fire extinguishing apparatus fitted.....

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.....

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..... If so, state name of vessel.....

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

This engine has been built under Special Survey in accordance with Approved plans and the Regulations of the Society, materials and workmanship being good.

The engine was tested in the shops against brake loading, but owing to only type of brake available, it was not possible to develop full power when driving through the gear box.

The test, otherwise, was satisfactory.

To Complete Survey, the engine should be run at full power ahead and astern, and it is understood that this will be carried out on board the vessel.

On Satisfactory Completion of the survey, this machinery in my opinion, will be eligible to receive the notation LMC (date) in red, in the Register Book.

*Joining off 2 Dec 1947 for a service of 59 400 ft run*

The amount of Entry Fee ... £ : : When applied for 14-2- 1947.

Special 2/3 Fee... £ 38 : 0-0

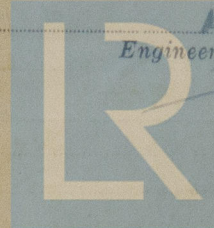
Donkey Boiler Fee... £ : : When received 19

Travelling Expenses (if any) £

FRI. 5 SEP 1947

Committee's Minute

Assigned *For keeili see New J.E. Mech Rep 54286*



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