

REPORT ON OIL ENGINE MACHINERY.

No. 54286.

29 JUL 1947

Received at London Office

of writing Report 17. 7. 1947 When handed in at Local Office 28 JUL 1947 19 Port of *Steele*
 Survey held at *Selly Steele* Date, First Survey 25. 3. 46 Last Survey 15. 7. 1947
 Book. Number of Visits 28
 Single on the *Triple* Screw vessel *"MILFORD VISCOUNT"* Tons { Gross 314 Net 116.
 at *Selly* By whom built *Bochran & Sons Ltd.* Yard No. 1319 When built 1917
 es made at *Lincoln* By whom made *Ruston Hornsby Ltd.* Engine No. 241110 When made
 el tanks y Boilers made at *Newark-on-Trent* { INSTALLED BY *AMOS & SMITH LTD.* HULL N° 782. Boiler No. A17637 When made
 Horse Power 750 Owners. *The Milford Stevedoring Co. Ltd.* Port belonging to *Milford*
 Horse Power as per Rule 190 = MN Is Refrigerating Machinery fitted for cargo purposes ☒ Is Electric Light fitted *YES.*
 e for which vessel is intended *Trawler*

ENGINES, &c. — Type of Engines *8 VCOX Pressure charged* 2 or 4 stroke cycle *4* Single or double acting *SA*
 mum pressure in cylinders *700 lb.* Diameter of cylinders *12 1/2"* Length of stroke *15"* No. of cylinders *8* No. of cranks *8*
 Ltd. Indicated Pressure *140 lb.* of bearings, adjacent to the crank, measured from inner edge to inner edge *13 1/16"* Is there a bearing between each crank *YES*
 Ltd. tions per minute *400/133* Flywheel dia. *48"* Weight *4144 lbs.* Means of ignition *Compression* Kind of fuel used *Dist. oil*
 k { Solid forged as per Rule *Appd.* dia. of journals as fitted *9"* Crank pin dia. *7"* Crank webs Mid. length breadth *12"* Thickness parallel to axis *—*
 t. { Semi built as fitted *9"* Mid. length thickness *4"* shrunk Thickness around eye hole *—*
 Wheel Shaft, diameter as per Rule *—* Intermediate Shaft, diameter as per Rule *Appd.* Thrust Shaft, diameter at collars as fitted *Incorporate*
 Shaft, diameter as per Rule *—* Screw Shaft, diameter as per Rule *Appd.* Is the { tube shaft fitted with a continuous liner { *YES.*
 h Jan size Liners, thickness in way of bushes as per Rule *Appd.* Thickness between bushes as fitted *1/2"* Is the after end of the liner made watertight in the
 ellor boss *YES* 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-
 isive ☒ 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
 s 23, f tube shaft ☒ If so, state type *—* Length of bearing in Stern Bush next to and supporting propeller *40 3/8"*
 ells, dia. *9' 6"* Pitch *11' 3"* No. of blades *4* Material *C.I.* whether moveable *NO* Total developed surface *36* sq. feet

od of reversing Engines *Reverse Gear* Is a governor or other arrangement fitted to prevent racing of the engine when declutched *YES* Means of
 cation *Focus* Thickness of cylinder liners *1"* Are the cylinders fitted with safety valves *YES* Are the exhaust pipes and silencers water cooled
 gged with non-conducting material *Legg's* 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. *ONE* Is the sea suction provided with an efficient strainer which can be cleared within the vessel *YES*
 e Pumps worked from the Main Engines, No. *ONE* Diameter *4 3/4"* Stroke *4 3/4"* Can one be overhauled while the other is at work ☒
 IN EMERGENCY *ME COOLING & BILGE P INTERCHANGEABLE.* No. and size *ONE 4 3/4" x 4 3/4"* *ONE 50 TONS/HR*
 ps connected to the Main Bilge Line How driven *M.E.* *AUX. OIL ENG. (G.S.P.)*
 e cooling water led to the bilges *NO* If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping
 ygements ☒

st Pumps, No. and size *ONE AS ABOVE* [G.S.P.] Power Driven Lubricating Oil Pumps, including spare pump, No. and size *1 AT 800 GALLS PER HR R.O.H*
 two independent means arranged for circulating water through the Oil Cooler *YES* Suctions, connected to both main bilge pumps and auxiliary
 pumps, No. and size:—In machinery spaces *Two - 3"* In pump room ☒
 olds, &c. *ONE 2" IN EACH - For Store, Slushwell, Coffdam, Also F.P.T. & Cruise Stern Bunker Tank*
 pendent Power Pump Direct Suctions to the engine room bilges, No. and size *ONE 3" ONE 2 1/2"*
 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
 sible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges *YES*

all Sea Connections fitted direct on the skin of the Ship *YES* Are they fitted with valves or cocks *Both* Are they fixed
 iently 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 *ABOVE*
 hey 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 *YES*
 t pipes pass through the bunkers *NONE* How are they protected ☒
 t pipes pass through the deep tanks ☒ Have they been tested as per Rule ☒
 is all pipes, cocks, valves and pumps in connection with the machinery and all boiler mountings accessible at all times *YES*
 gible 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
 s, or from one compartment to another *YES* 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 *1* diameters *3"* stroke *3 1/2"* driven by *M.E.*
 liary Air Compressors, No. ☒ No. of stages *1* diameters *3 1/4"* stroke *3 1/4"* driven by *AUX. ENG.*
 l Auxiliary Air Compressors, No. ☒ No. of stages *1* diameters *3 1/4"* stroke *3 1/4"* driven by *AUX. ENG.*
 of Ship provision is made for first charging the air receivers *LAST NAMED HAND START AUX OIL ENG*
 enging Air Pumps, No. *SEE NOT. RPT.* diameter *SEE NOT.* stroke *1* driven by *GENERAL OIL ENG. & WINCH ENG.*
 liary Engines crank shafts, diameter as fitted *SEE NOT.* Position *GEN. AUX. OIL ENG. IN STERN E.R. WINCH ENG. IN E.R.*
 the auxiliary engines been constructed under special survey *YES* Is a report sent herewith *YES*

29/8/47

11078-0044

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AIR RECEIVERS:—Have they been made under survey YES ✓ State No. of report or certificate NOTT. C 5469

Is each receiver, which can be isolated, fitted with a safety valve as per Rule YES ✓

Can the internal surfaces of the receivers be examined and cleaned YES ✓ Is a drain fitted at the lowest part of each receiver YES ✓

Injection Air Receivers, No. NONE Cubic capacity of each — Internal diameter — thickness —

Seamless, lap welded or riveted longitudinal joint — Material — Range of tensile strength — Working pressure — by Rules —

Starting Air Receivers, No. TWO Total cubic capacity SEE NOTT. CERT. C. 5469 & 5470 Internal diameter 2'-0 3/4" thickness 5/16" Actual —

Seamless, lap welded or riveted longitudinal joint RIVETED & WELDED Material STEEL Range of tensile strength 26/30 Working pressure — by Rules —

IS A DONKEY BOILER FITTED YES If so, is a report now forwarded YES

Is the donkey boiler intended to be used for domestic purposes only YES

PLANS. Are approved plans forwarded herewith for shafting 145 6/12/45 Receivers SEE NOTT. CERT. C 5469 & 70 Separate fuel tanks —

Donkey boilers 131 General pumping arrangements 24 9/46 Pumping arrangements in machinery space 10/12/46

Oil fuel buring arrangements ✓

SPARE GEAR.

Has the spare gear required by the Rules been supplied YES ✓

State the principal additional spare gear supplied ✓

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building
During progress of work in shops - SEE NOTT. RPT.
During erection on board vessel - 1946 MAR 25. APR. MAY 6. JULY 6. AUG 1. 30. OCT 1, 8, 14, 22.
1947 MAR 26. APR 15, 23, 28. JUN. 10, 12, 23, 30. JULY 3, 4, 5, 7, 8, 10, 11, 13, 14, 15.
Total No. of visits 28

Dates of examination of principal parts—Cylinders SEE NOTT. RPT. NO 145 Covers — Pistons — Rods — Connecting rods —

Crank shaft — Flywheel shaft — Thrust shaft — Intermediate shafts 11. 3. 46 Tube shaft ✓

Screw shaft 19. 3. 46 Propeller 25. 3. 46 Stern tube 25. 3. 46 Engine seatings 15. 4. 47 Engine holding down bolts 23. 6. 47

Completion of fitting sea connections 25. 3. 46 Completion of pumping arrangements 14. 7. 47 Engines tried under working conditions 10. 7. 47

Crank shaft, material SEE NOTT. Identification mark RPT. NO 145 Flywheel shaft, material — Identification mark E 4303. C

Thrust shaft, material — Identification mark — Intermediate shafts, material STEEL Identification marks 24. 12

Tube shaft, material ✓ Identification mark ✓ Screw shaft, material STEEL Identification mark E 6302. C

Identification marks on air receivers E. 5601 E. 5602
E. TEST. E. TEST.
600/300 lb. 600/300 lb.
TDS. 14. 5. 47. TDS. 14. 5. 47.

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

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with YES ✓

Description of fire extinguishing apparatus fitted ONE 10 & 5-2 GALL. EXT. ONE BOX SAND. 30M LINE FROM DY. BLR. TWO 25' HOSE. 3 BUCKETS.

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 YES WITH MINOR AMENDMENTS If so, state name of vessel "MILFORD MARQUIS"

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

The machinery of this vessel has been installed in accordance with the Secretary's letter, the approved plans and the Rules. The materials and workmanship etc good.

Trials carried out under working conditions were satisfactory and vessel's machinery is now in my opinion eligible to be classed

* LMC 7.47. CL. OIL ENG. 4 SC SA 8 CYL. 12 1/2" - 15" 5R geared & SC. shaft
MN 190. D.B. 75#

The amount of Entry Fee ... £

MACHINERY INSTALLATION

Special ... £ 19 : 0

Donkey Boiler Fee... £

SPECIAL ATTENDANCE

Travelling Expenses (if any) £

Committee's Minute

Assigned + L.M.C 7.47 oil Eng

D.B. 75 lbs. C.L

When applied for 19

When received 19

FRI. 5 SEP 1947

28 JUL 1947

Engineer Surveyor to Lloyd's Register of Shipping.

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