

## REPORT ON OIL ENGINE MACHINERY.

No. 70069

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Date of writing Report 15-10-1945 When handed in at Local Office 22.10.1945 Port of GLASSGOW

o. in Survey held at GLASSGOW Date, First Survey 21.9.43 Last Survey 2.10.1945  
eg. Book. Number of Visits 112

4386 on the Twin Screw vessel MOTOR VESSEL "KARTI" Tons Gross 6650 Net 4500

Built at GLASSGOW By whom built CHAS. CONNELL &amp; CO. LD. Yard No. 448 When built 1945

Engines made at - D° - By whom made BARCLAY CURLE &amp; CO. LD. Engine No. 143 When made 1945

Boilers made at - D° - By whom made - D° - Boiler No. 143 When made 1945

Indicated Horse Power 2100 Owners JAMES NOURSE LD. Port belonging to LONDON

Nominal Horse Power as per Rule 449 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES

Made for which vessel is intended 22 1/16" 85 1/16"

ENGINES, &amp;c. Type of Engines Duxford Opposed Piston 2 or 4 stroke cycle 2 Single or double acting Single

Maximum pressure in cylinders 600 lb Diameter of cylinders 560 7/8" Length of stroke 2160 7/8" No. of cylinders 3 No. of cranks 9

Indicated Pressure 88 1/2 lb/sq. in. of bearings, adjacent to the crank, measured from inner edge to inner edge 1120 7/8" Is there a bearing between each crank Yes

Revolutions per minute 110 Flywheel dia. 2240 7/8" Weight 44.2 tons Means of ignition Comp. Kind of fuel used Diesel

Crankshaft, Solid forged dia. of journals as per Rule app. Crank pin dia. 420 7/8" Crank webs Mid. length breadth 610 7/8" Thickness parallel to axis 240 7/8" Centric

Semi built dia. of journals as fitted 420 7/8" Crank webs Mid. length thickness 240 7/8" Thickness around eye hole 193 7/8" Centric

All built dia. of journals as fitted 420 7/8" Crank webs Mid. length thickness 240 7/8" Thickness around eye hole 193 7/8" Centric

Flywheel Shaft, diameter as per Rule app. Intermediate Shafts, diameter as fitted 13" Thrust Shaft, diameter at collars as fitted app.

Screw Shaft, diameter as fitted 14 1/2" Is the shaft fitted with a continuous liner yes

Bronze Liners, thickness in way of bushes as per Rule app. Thickness between bushes as fitted 9/16" Is the after end of the liner made watertight in the

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

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 tube shaft No If so, state type - Length of bearing in Stern Bush next to and supporting propeller 4' 10"

Propeller, dia. 14' 9" Pitch 11 No. of blades 4 Material Bronze whether moveable No Total developed surface 80 sq. feet

Method of reversing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of

lubrication Fried Thickness of cylinder liners 23 7/8" Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled

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. 1 - M. Eng. Driven Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes

Large Pumps worked from the Main Engines, No. none Diameter - Stroke - Can one be overhauled while the other is at work -

Pumps connected to the Main Bilge Line No. and size 1 @ 12" x 9" x 24" 1 @ 10" x 12" x 24" 1 @ 8" x 4 1/2" x 12"

How driven Steam

the 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

arrangements

Ballast Pumps, No. and size 1 @ 10" x 12" x 24" Power Driven Lubricating Oil Pumps, including spare pump, No. and size 1 - M. Eng. Driven 8 5/8" x 5 40 7/8"

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

oil pumps, No. and size: In machinery spaces Eng. RM. 4 @ 3" Dia. Bilge 1 @ 2" C/DAM 2 @ 2" TUNNEL WELL In pump room 1 @ 2 1/2"

holds, &amp;c. No. 1, 4, 5 Holds 2 @ 3" No. 2 &amp; 3 Holds 2 @ 4"

Independent Power Pump Direct Suctions to the engine room bilges, No. and size 2 @ 5"

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

efficiently 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 Both

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 yes

Do all pipes pass through the bunkers None How are they protected -

Do all pipes pass through the deep tanks None 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 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 yes Is it fitted with a watertight door yes worked from Top platform

On 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. 2 No. of stages 3 diameters 10 1/2" - 2 1/2" stroke 6" driven by Steam engine

Small Auxiliary Air Compressors, No. - No. of stages - diameters - stroke - driven by -

What provision is made for first charging the air receivers Steam aux. compressor

Scavenging Air Pumps, No. 1 One diameter 1600 7/8" stroke 5 40 7/8" driven by Main engine

Auxiliary Engines crank shafts, diameter as per Rule - No. - Position -

Have the auxiliary engines been constructed under special survey - Is a report sent herewith -

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(7) Committee's Minute .....  
Assigned ..... + L.M.C. 10.45. Orig. Eng.  
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