

## REPORT ON OIL ENGINE MACHINERY.

No. 48537

31 OCT 1928

Received at London Office  
of writing Report 27 Oct. 1928 When handed in at Local Office 29. 10. 1928 Port of Glasgow  
in Survey held at Glasgow Date, First Survey 20. 6. 28 Last Survey 23-10-1928  
Book. Number of Visits 16  
on the Single Twin Triple Quadruple Screw vessel M.V. M.O.P. 5. B.A. Tons Gross 427 Net 155  
built at Glasgow By whom built James & Co. Ltd. Yard No. 1559. When built 1928.  
Engines made at Augsburg By whom made Maschinenfabrik Augsburg-Munich Engine No. 371970/80 When made 1928.  
Sinker Boilers made at Auman By whom made James & Co. Ltd. Boiler No. 10648 When made 1928.  
Horse Power 580 Owners Director General of Navigation, Harbour Port belonging to Buenos Ayres.  
Horse Power as per Rule 136 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yps.  
made for which vessel is intended Coastal - River Plate.

ENGINES, &c.—Type of Engines See Bremen Report No. 1103. 2 or 4 stroke cycle Single or double acting  
Maximum pressure in cylinders Diameter of cylinders Length of stroke No. of cylinders No. of cranks  
Position of bearings, adjacent to the Crank, measured from inner edge to inner edge Is there a bearing between each crank  
Revolutions per minute Flywheel dia. Weight Means of ignition Kind of fuel used  
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  
Flywheel 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  
Screw Shaft, diameter as per Rule as fitted Is the tube screw shaft fitted with a continuous liner Yps.  
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  
Propeller boss Yps. 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 Yps.  
If two liners are fitted, is the shaft lapped or protected between the liners No. Is an approved Oil Gland or other appliance fitted at the after  
End of the tube shaft No. Length of Bearing in Stern Bush next to and supporting propeller 16 1/2 inches  
Propeller, dia. 3'-9" Pitch 4'-6" No. of blades 4 Material Bronze whether Moveable No. Total Developed Surface 702 sq. feet  
Method of reversing Engines Elec. Drive Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yps. Means of lubrication  
Exhaust manifold water cooled  
Thickness of cylinder liners Are the cylinders fitted with safety valves Are the exhaust pipes and silencers water cooled or lagged with  
Non-conducting material — If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine To funnel.  
Cooling Water Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yps.  
Bilge Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 4 3/4 Can one be overhauled while the other is at work Yps.  
Pumps connected to the Main Bilge Line No. and Size one Rotary pump @ 200 gallons per minute How driven Electric motor  
Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size  
Are two independent means arranged for circulating water through the Oil Cooler Yps. Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge  
Pumps, No. and size:—In Machinery Spaces 2 @ 2" In Holds, &c. 6 @ 2" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 5" to Rotary pump 2 @ 2" to main engine pumps  
Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yps. Are the Bilge Suctions 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 Yps.  
Are all Sea Connections fitted direct on the skin of the ship Yps. Are they fitted with Valves or Cocks Both.  
Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates Yps. Are the Overboard Discharges above or below the deep water line Below.  
Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yps. Are the Blow Off Cocks fitted with a spigot and brass covering plate Yps.  
What pipes pass through the bunkers None How are they protected  
What pipes pass through the deep tanks Have they been tested as per Rule Yps.

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yps.  
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 Yps. 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. one No. of stages Russell Diameters Stroke Driven by  
Scavenging Air Pumps, No. Diameter Stroke

Auxiliary Engines crank shafts, diameter as per Rule as fitted  
AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule  
Can the internal surfaces of the receivers be examined What means are provided for cleaning their inner surfaces  
Is there a drain arrangement fitted at the lowest part of each receiver  
High Pressure Air Receivers, No. 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. Total cubic capacity Internal diameter thickness  
Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules



IS A DONKEY BOILER FITTED?

PLANS. Are approved plans forwarded herewith for Shafting

(If not, state date of approval)

Donkey Boilers

General Pumping Arrangements

Receivers

Separate Tanks

Oil Fuel Burning Arrangements

SPARE GEAR

In accordance with Rules & Bureau Report No. 1103.

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building  
During progress of work in shops - 1928 June 20-28 July 4-26 Aug 15-21 Sep 11-27 Oct 2-4 8-9 11-12 18-23  
During erection on board vessel -  
Total No. of visits 16

Dates of Examination of principal parts—Cylinders Covers Pistons Rods Connecting rods  
Crank shaft Flywheel shaft Thrust shaft 21-8-28 Intermediate shafts 21-8-28 Tube shaft and  
Screw shaft 26-7-28 Propeller 26-7-28 Stern tube 15-8-28 Engine seatings 21-8-28 Engines holding down bolts 2-10-28  
Completion of fitting sea connections 15-8-28 Completion of pumping arrangements 18-10-28 Engines tried under working conditions 18-10-28  
Crank shaft, Material Identification Mark Flywheel shaft, Material Identification Mark  
Thrust shaft, Material S.M. light steel Identification Mark 2499-AF-96 Intermediate shafts, Material S.M. light steel Identification Marks 2499-AF-  
Tube shaft, Material and Identification Mark Screw shaft, Material S.M. light steel Identification Mark 2499-AF-  
Is the flash point of the oil to be used over 150° F. No.

Is this machinery duplicate of a previous case No If so, state name of vessel.

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

The Machinery of this vessel has been built under special Survey and in accordance with the approved plans. The materials and workmanship are good. It has been efficiently secured in position on board and afterwards tried under full working conditions with satisfactory results.

The Machinery of this vessel is eligible, in my opinion, to be classed in the Register Book with notation of +L.M.C. 10-28.

\*Don. Ltr 22/3/28

1/5th installing main engine 7.5.0  
2/5th auxiliary machinery & shafting 14.16.0  
22.16.0

The amount of Entry Fee ... £ 3 : - :  
Special ... £ 35 : 4 :  
Donkey Boiler Fee ... £ 1 : 1 :  
Travelling Expenses (if any) £ : :  
When applied for, 13 OCT 1928  
When received, 16 OCT 1928

Committee's Minute GLASGOW 30 OCT 1928

Assigned +L.M.C. 10, 28.

CERTIFICATE WRITTEN.

John Brunus  
Engineer Surveyor to Lloyd's Register of Shipping.



© 2020

Lloyd's Register Foundation