

REPORT ON OIL ENGINE MACHINERY.

No. 48537

31 OCT 1928

Received at London Office

of writing Report 27th 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
Number of Visits 16

on the Single Screw vessel M.V. M.O.P. 5. B.A. Tons Gross 427
Triple
Quadruple Net 155

built at Glasgow By whom built Jarvis & Co. Ltd. Yard No. 1559 When built 1928
37/1910/80

engines made at Augsburg By whom made Maschinenfabrik Augsburg-Munich Engine No. 10648 When made 1928

boilers made at Auman By whom made Jarvis & Co. Auman Ltd. Boiler No. 10648 When made 1928

Indicated Horse Power 580 Owners Director General of Navigation, Harbour Port belonging to Buenos Ayres

nom. Horse Power as per Rule 136 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Ys.

made for which vessel is intended Coastal - Peru 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 _____
Distance between 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 _____ Kind of fuel used _____
Thickness parallel to axis _____ Thickness around eye-hole _____

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 _____
as per Rule 4 1/2 - 3 1/2

Stern Tube 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 _____
Ys.

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 stern tube _____
Ys.

Propeller boss _____ If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner _____
Ys.

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 _____
Ys.

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 the tube shaft _____
No.

Propeller, dia. 3'-9" Pitch 4'-6" No. of blades 4 Material Brass 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 de-clutched _____
Ys. Means of lubrication at hand manifold water cooled

Are the cylinders fitted with safety valves _____ Are the exhaust pipes and silencers water cooled or lagged with non-conducting material _____
Ys.

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 _____
Ys.

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 _____
Ys.

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 _____ 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 _____ Are the Bilge Suctions in the Machinery Spaces _____
Ys.

Are they fitted with Valves or Cocks Both.

Are all Sea Connections fitted direct on the skin of the ship _____ Are they fitted with Valves or Cocks Both.

Are they sized 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 Below.

Are 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 _____
Ys.

What pipes pass through the bunkers _____ How are they protected _____

What pipes pass through the deep tanks _____ 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 _____
Ys.

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 _____ Is the Shaft Tunnel watertight _____ Is it fitted with a watertight door _____
Ys.

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 Renell Diameters _____ Stroke _____ Driven by _____

Scavenging Air Pumps, No. _____ Diameter _____ Stroke _____ Driven by _____

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 _____ What means are provided for cleaning their inner surfaces _____

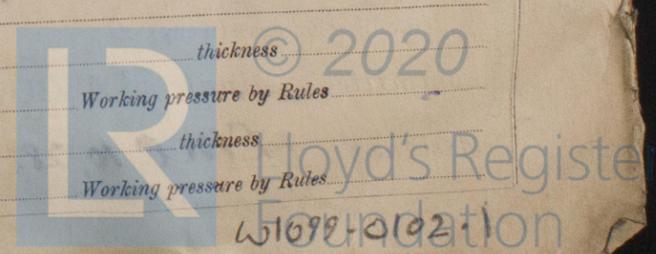
Can the internal surfaces of the receivers be examined _____ Is there a drain arrangement fitted at the lowest part of each receiver _____

High Pressure Air Receivers, No. _____ Cubic capacity of each _____ Internal diameter _____ thickness _____ Working pressure by Rules _____

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 _____ Working pressure by Rules _____

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

Oil Fuel Burning Arrangements

SPARE GEAR

In accordance with Rules & Annex 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 10-26, 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 1/2" hpt steel Identification Mark 2499-AF-96 Intermediate shafts, Material 1/2" hpt steel Identification Marks 2499-AF-
 Tube shaft, Material and Identification Mark Screw shaft, Material 1/2" hpt 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 closed in the Register Books with notation of +L.M.C. 10-28.

* hon. Mr 22/10/28
 1/2" installing main engine 7.5.0
 3/4" auxiliary cond. shafting 14.16.0
 22.4.0

The amount of Entry Fee ... £ 3 : - :
 Special ... £ 35 : 4 :
 Donkey Boiler Fee ... £ 1 : 1 :
 Travelling Expenses (if any) £ : :
 When applied for, 30 OCT 1928
 When received, 16.11.28

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

Committee's Minute GLASGOW 30 OCT 1928

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

CERTIFICATE WRITTEN.



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