

REPORT ON OIL ENGINE MACHINERY.

No. 48034

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Date of writing Report 16-7-37 When handed in at Local Office

Port of HULL

No. in Survey held at Reg. Book. 7369

Goole

Date, First Survey 1st June, 1937

Last Survey 14th July 1937

Number of Visits 10

on the ~~Triple~~ ~~Quadruple~~ ^{Single} Screw vessel "BEGGERIN"

Tons Gross 483 Net 253

Built at Goole By whom built Goole S B & Repp Co Ltd. Yard No. 327. When built 1937
 Engines made at Cologne By whom made Humboldt-Deutz Motoren A.G. Engine No. 4838/43 When made 1937
 Donkey Boilers made at None. By whom made - Boiler No. - When made -
 Brake Horse Power 350. Owners. Henry Wilson Port belonging to Goole.
 Nom. Horse Power as per Rule 70 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which vessel is intended "Coasting"

IL ENGINES, &c. Type of Engines Heavy Oil "R.V.6.M..345. 2 or 4 stroke cycle 4 Single or double acting Single
 Maximum pressure in cylinders 50 kg/cm² Diameter of cylinders 280 mm Length of stroke 450 mm No. of cylinders 6 No. of cranks 6
 Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 307.5 mm Is there a bearing between each crank Yes
 Revolutions per minute 350 Flywheel dia. 1250 mm Weight 2600 Kgs. Means of ignition Comp^d. Kind of fuel used Heavy Oil.
 Crank Shaft, dia. of journals as per Rule 165 mm Crank pin dia. 170 mm Crank Webs Mid. length breadth 325 mm Thickness parallel to axis -
 as fitted 190 mm Mid. length thickness 70 mm Thickness around eyehole -
 Flywheel Shaft, diameter as per Rule - Intermediate Shafts, diameter as per Rule 4.16" Thrust Shaft, diameter at collars as per Rule 111 mm
 as fitted on Coupling as fitted 4.98" as fitted 140 mm
 Tube Shaft, diameter as per Rule - Screw Shaft, diameter as per Rule 4.81" Is the { tube } shaft fitted with a continuous liner { None }
 as fitted - as fitted 5.38" as fitted -
 Bronze 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
 as fitted - as fitted -
 Propeller boss - 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 -
 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 Yes If so, state type Newark Length of Bearing in Stern Bush next to and supporting propeller 20 1/2"

Propeller, dia. 65" Pitch - No. of blades 4 Material C1 Whether Moveable Solid Total Developed Surface - 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
 forced Thickness of cylinder liners 25 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or 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 Cop funnel
 Cooling Water Pumps, No. 2 Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes
 What special arrangements are made for dealing with cooling water if discharged into bilges All overboard

Bilge Pumps worked from the Main Engines, No. One Diameter 100 mm Stroke 85 mm Can one be overhauled while the other is at work -
 Pumps connected to the Main Bilge Line No. and Size 2 Rotary pumps 35 x 25 ton/hr. respectively How driven 7HP Isol. Engine through Clutches
 Ballast Pumps, No. and size All the above Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size One & One Spare Spare type
 Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
 Pumps, No. and size: - In Machinery Spaces 2 @ 2 1/2" dia 2 @ 2" dia In Pump Room -
 In Holds, &c. Fore peak 1 @ 3" dia No 1 DB tank 3 @ 3" dia No 2 DB tank 3 @ 3" dia Aft peak 1 @ 3" dia 4 fold 2 @ 2 3/4 dia

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 @ 2 1/2 dia included above
 Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes 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 Yes
 Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Yes
 Are they fixed sufficiently 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
 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 -
 What pipes pass through the bunkers None How are they protected -
 What 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 None 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. One No. of stages 2 Diameters 145 + 60 mm Stroke 85 mm Driven by Main Engine
 Auxiliary Air Compressors, No. One No. of stages One Diameters 13 1/2 inch Stroke feet Driven by 7HP Isol. Engine
 Small Auxiliary Air Compressors, No. - No. of stages - Diameters - Stroke - Driven by (Hand Starting)
 Scavenging Air Pumps, No. None Diameter - Stroke - Driven by -
 Auxiliary Engines crank shafts, diameter as per Rule - See attach Rpts. Ponsloe No. 13658 + 13695 Position - Port side 7HP
 as fitted -

AIR RECEIVERS: - 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
 High Pressure 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 Actual -
 Starting Air Receivers, No. 2 Total cubic capacity 2 x 500 litres Internal diameter 450 mm thickness 12 mm
 Seamless, lap welded or riveted longitudinal joint lap weld. Material Steel Range of tensile strength 38/44 kg/cm² Working pressure Actual 30 kg



IS A DONKEY BOILER FITTED? *no*

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 *13-2-35 & 31-12-36* Receivers *21-7-32* Separate Tanks *30-1-36*
 (If not, state date of approval)
 Donkey Boilers *none* General Pumping Arrangements *11-1-37* Oil Fuel Burning Arrangements *✓*

SPARE GEAR.

Has the spare gear required by the Rules been supplied? *Yes - (Coasting only)*

State the principal additional spare gear supplied

*1 Cyl^r Cover of each design (one only).
 1. Piston Complete with rings*

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building
 During progress of work in shops -
 During erection on board vessel - *1937: - June 1. 9. 24. July 5. 6. 8. 9. 12. 13. 14.*
 Total No. of visits *10*

Dates of Examination of principal parts—Cylinders *Due Rpt* Covers *Due* Pistons *Due* Rods *✓* Connecting rods *Due*
 Crank shaft *Due* Flywheel shaft *✓* Thrust shaft *Due* Intermediate shafts *24-6-37* Tube shaft *✓*
 Screw shaft *1-6-37* Propeller *9-6-37* Stern tube *1-6-37* Engine seatings *9-6-37* Engines holding down bolts *6-7-37*
 Completion of fitting sea connections *9-6-37* Completion of pumping arrangements *14-7-37* Engines tried under working conditions *14-7-37*
 Crank shaft, Material *Steel* Identification Mark *2006 H.B. 28-12-36* Flywheel shaft, Material *✓* Identification Mark *✓*
 Thrust shaft, Material *Steel* Identification Mark *889 L.S. 29-4-37* Intermediate shafts, Material *Steel* Identification Marks *663 ERB. 23-5-37 N.S.S 24-6-37*
 Tube shaft, Material *✓* Identification Mark *✓* Screw shaft, Material *Steel* Identification Mark *662 ERB 23-5-37 DLHC. 9-6-37*

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*
 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 *no*
 Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *NESTOR. Hul Rpt. 47223 except for main details.*

General Remarks (State quality of workmanship, opinions as to class, &c.)
The Machinery of this vessel has been satisfactorily fitted on board under Special Survey & is in accordance with the Rules & the approved plans, and when tried under full working conditions was found satisfactory in every respect. It is eligible, in my opinion, to be classed with the records of L.M.C 7-37, O.G. & to have the notation of Oil Eng. 4 S.E.S.A. 11" x 17 1/2" 6 Cy to N.H.

Certificate (if required) to be sent to
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee ..	<i>(£6.8/-) paid 16-7-37 at 25/-</i>	When applied for,	
Special ...	<i>Included in</i>		19
Donkey Boiler Fee ...	<i>£ 0/-</i>	When received,	
Travelling Expenses (if any) £			19

Dykes & Johnson
W. S. Shields
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **WED 4 AUG 1937**
 Assigned *+ L.M.C 7.37* *via log*
O.G.

