

REPORT ON OIL ENGINE MACHINERY.

No. 48034

Received at London Office JUL 24 1937

Date of writing Report 16 ~ 7 ~ 1937 When handed in at Local Office

Port of HULL

No. in Survey held at Reg. Book.

Goole.

Date, First Survey 1st June, 1937Last Survey 14th July 1937.

Number of Visits 10.

7369 on the ~~Single~~ ~~Triple~~ ~~Quadruple~~ Screw vessel

"BEGGERIN"

Tons { Gross 483
Net 253

Built at Goole By whom built Goole S B & Repg Co Ltd. Yard No. 327. When built 1937
Engines made at Cologne By whom made Humboldt-Deutz Motoren A.G. Engine No. 4238/43 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 Compⁿ. 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 111 mm as fitted on Coupling Intermediate Shafts, diameter as per Rule 4.16" Thrust Shaft, diameter at collars as fitted 140 mm
as fitted 190 mm as fitted 4.98" Is the { tube shaft fitted with a continuous liner } None.
Tube Shaft, diameter as per Rule 4.81" as fitted 5.38" Is the { screw }
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 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
propeller boss 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 Up 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 7 HP Ind. Engine through Clutch

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 1/4" 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 x 60 mm Stroke 85 mm Driven by Main Engine
Auxiliary Air Compressors, No. One. No. of stages One. Diameters 13 1/2" cub Stroke feet Driven by 7 HP Ind. 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 Rpt. No. 13658 + 13695 Position - Port side 7 HP
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 Working pressure by Rules
Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Actual
Starting Air Receivers, No. 2 Total cubic capacity 2 x 500 lbs 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 by Rules
Actual 30 kg

W11-0137

IS A DONKEY BOILER FITTED?

c/o

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

(If not, state date of approval)

21.7.32

Separate Tanks

30-1-36

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 - (Casting 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 -

Total No. of visits

1937: June 1. 9. 24. July 5. 6. 8. 9. 12. 13. 14.

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 E.R.B. 23-3-37

Tube shaft, Material ✓ Identification Mark Screw shaft, Material Steel Identification Marks 662 E.R.B. 23-3-37

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? c/o

Is this machinery duplicate of a previous case? Yes

If so, state name of vessel. NESTOR. Hse Rpt. 47223 except for minor 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 70 N.H.

The amount of Entry Fee .. £6.8/- paid 16.7.37 at 25/-

Special included in 19

Donkey Boiler Fee ... £ 19

Travelling Expenses (if any) £ : : 19

Committee's Minute

WED 4 AUG 1937

Assigned + LMC 7.37 via Lg

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