

REPORT ON OIL ENGINE MACHINERY.

No. 13658

Received at London Office

23 MAR 1937

Port of BRISTOL

When handed in at Local Office

19

Date, First Survey 24th Feb.

Last Survey 12th Mar. 1937.

Number of Visits 2.

in Survey held at DURSLEY.

By whom built *A. Begein*

Tons { Gross
Net

on the *Single* Screw vessel
Twin
Triple
Quadruple

By whom built

Yard No. When built

at *Dursley*

By whom made *A.A. Pomeroy & Co*

Engine No. *354472* When made *1937*

Boilers made at

By whom made

Boiler No. When made

Power *7*

Owners

Port belonging to

Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

which vessel is intended

GLINES, &c.—Type of Engines *CD Airless Injection* 2 or 4 stroke cycle *4* Single or double acting *single*
Pressure in cylinders *75 lbs.* Diameter of cylinders *4.5* Length of stroke *4.375* No. of cylinders *one* No. of cranks *one*

Rings, adjacent to the Crank, measured from inner edge to inner edge
per minute *1000* Flywheel dia. *18.75* Weight *300 lbs.* Means of ignition *Impulsion* Kind of fuel used *Heavy Oil*

Shaft, dia. of journals as per Rule *2.375* Crank pin dia. *2.75* Crank Webs Mid. length breadth *3.5* Thickness parallel to axis *shrunk*
as fitted *2.25* Crank pin dia. *2.75* Mid. length thickness *1.2* Thickness around eyehole

Shaft, diameter as per Rule *2.25* Intermediate Shafts, diameter as per Rule *2.25* Thrust Shaft, diameter at collars as per Rule *2.25*
as fitted *2.25* as fitted *2.25* as fitted *2.25*

Shaft, diameter as per Rule *2.25* Screw Shaft, diameter as per Rule *2.25* Is the tube screw shaft fitted with a continuous liner

Liners, thickness in way of bushes as per Rule *2.25* Thickness between bushes as per Rule *2.25* Is the after end of the liner made watertight in the

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

When the 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

If so, state type Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet

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

Thickness of cylinder liners *2.25* Are the cylinders fitted with safety valves *Yes* Are the exhaust pipes and silencers water cooled or lagged with

insulating material *No* If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

Water Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

connected to the Main Bilge Line No. and Size How driven Lubricating Oil Pumps, including Spare Pump, No. and size

Pumps, No. and size independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

No. and size:—In Machinery Spaces

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

Are the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Are the Bilge Suctions in the Machinery Spaces

Are they easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

Are they fixed 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

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

How are they protected How are they protected

Have they been tested as per Rule

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

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 worked from

Good vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Air Compressors, No. No. of stages Diameters Stroke Driven by

Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

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Enging Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule *2.25* as fitted *2.25*

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

Are 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

Are they seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

Low Pressure Air Receivers, No. Total cubic capacity Internal diameter thickness Working pressure by Rules

Are they seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules



WH-0142

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting 4/10/34
(If not, state date of approval)

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

The foregoing is a correct description,

Peper A. L. Smith (Maine Salvage)

Manufacturer.

Dates of Survey while building
 During progress of work in shops - Feb. 24, Mar. 3. - 2 visits
 During erection on board vessel - -
 Total No. of visits

Dates of Examination of principal parts—Cylinder 24-2-37 Covers 24-2-37 Pistons 24-2-37 Rods ✓
 Crank shaft 24-2-37 Flywheel shaft 24-2-37 Thrust shaft Intermediate shafts Tube shaft
 Screw shaft Propeller Stern tube Engine seatings Engines holding down bolts

Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions 12-2-37
 Crank shaft, Material Steel Identification Mark M 559/12-2-37 Flywheel shaft, Material Steel Identification Mark M 559/12-2-37
 Thrust shaft, Material Identification Mark Intermediate shafts, Material Identification Marks
 Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark

Is the flash point of the oil to be used over 150° F.

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo If so, have the requirements of the Rules been complied with

Is this machinery duplicate of a previous case If so, state name of vessel

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

All parts of this engine have been examined before being assembled. It was afterwards examined on the test bed with satisfactory results. It has been despatched to the Hamworthy Engineering Co. to be for the Goble S. B. Co. yard No 327.

The amount of Entry Fee ... £ : :
 Special ... £ 3 : 3
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
When applied for, 22nd Mar. 1937
 When received, 15-4-37

John W. Gwynne
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute WED 4 AUG 1937

Assigned See Spec 48037

