

REPORT ON OIL ENGINE MACHINERY.

No. 13658

Received at London Office

23 MAR 1937

Port of BRISTOL

When handed in at Local Office

Date, First Survey 24 Feb.

Last Survey 12 Mar 1937

Number of Visits 2

Single
Twin
Triple
Quadruple
Screw vessel

Begem

Tons
Gross
Net

By whom built

Yard No.

When built

By whom made

Engine No.

When made 1937

By whom made

Boiler No.

When made

Owners

Port belonging to

Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

GINES, &c.—Type of Engines C.A. Airless Injection

2 or 4 stroke cycle 4 Single or double acting single

ressure in cylinders 75 lbs. Diameter of cylinders 4.5

Length of stroke 4.375 No. of cylinders one No. of cranks one

Is there a bearing between each crank

per minute 1000

Flywheel dia. 18.75

Weight 3000

Means of ignition Impulsion

Kind of fuel used Purified

aft, dia. of journals

as per Rule
as fitted 2.875

Crank pin dia. 2.75

Crank Webs

Mid. length breadth 3.5

Thickness parallel to axis

shrunk Thickness around eyehole

Shaft, diameter

as per Rule
as fitted 2.25

Intermediate Shafts, diameter

as per Rule
as fitted

Thrust Shaft, diameter at collars

as per Rule
as fitted

aft, diameter

as per Rule
as fitted

Screw Shaft, diameter

as per Rule
as fitted

Is the tube
screw shaft fitted with a continuous liner

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

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

r 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

ers 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

Length of Bearing in Stern Bush next to and supporting propeller

If so, state type

er, dia. Pitch
of reversing Engines

Is a governor or other arrangement fitted to prevent racing of the engine when declutched

Means of lubrication

Thickness of cylinder liners

266

Are the cylinder fitted with safety valves

Are the exhaust pipes and silencers water cooled or lagged with

eling 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

umps 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

Pumps, No. and size

Lubricating Oil Pumps, including Spare Pump, 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

s, &c.

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

the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes

Are the Bilge Suctions in the Machinery Spaces

e 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

y 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

y 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

pipes pass through the bunkers

How are they protected

pipes pass through the deep tanks

Have they been tested as per Rule

l 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
tment to another

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

worked from

Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

liary Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

1 Auxiliary Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

enging Air Pumps, No.

Diameter

Stroke

Driven by

iliary Engines crank shafts, diameter

as per Rule
as fitted

2 RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule

the internal surfaces of the receivers be examined

What means are provided for cleaning their inner surfaces

there a drain arrangement fitted at the lowest part of each receiver

gh Pressure Air Receivers, No.

Cubic capacity of each

Internal diameter

thickness

mless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure by Rules

orting Air Receivers, No.

Total cubic capacity

Internal diameter

thickness

mless, 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 *74/10/34*
(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,

Superior & Sons (Maine Sales Dept)

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 *74-2-37* Covers *74-2-37* Pistons *74-2-37* Rods *✓* Connecting rods *74-2-*

Crank shaft *74-2-37* Flywheel shaft *74-2-37* 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 G. & S. B. Co. York No 327.

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

Committee's Minute

WED 4 AUG 1937

Assigned

See file 48037

John W. Gwynne

Engineer Surveyor to Lloyd's Register of Shipping.



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