

Rpt. 4b

# REPORT ON OIL ENGINE MACHINERY.

No. 46064

3 NOV 1926

Date of writing Report 29th Oct. 1926 When handed in at Local Office 30th Oct. 1926 Port of GLASGOW.

No. in Survey held at Glasgow Date, First Survey 5th Oct. Last Survey 25th Oct. 1926  
Reg. Book. "B" 79B Number of Visits 2

Single on the Triple Screw vessels  
Built at Scotstoun, Glasgow By whom built Yarrow & Co. Ltd. Yard No. 1531 When built 1926-10.  
Engines made at Manchester By whom made S. Gardner & Sons Ltd. Engine No. 26910 When made 1926  
Monkey Boilers made at None By whom made — Boiler No. — When made —  
Brake Horse Power 46 48 Owners Government of the Argentine Republic Port belonging to Buenos Aires  
Nom. Horse Power as per Rule 27 1/4 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted no

IL ENGINES, &c.—Type of Engines See Manchester Report No. 5940 2 or 4 stroke cycle Single or double acting

Maximum pressure in cylinders No. of cylinders Diameter of cylinders No. of cranks Length of stroke  
Span of 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 Thickness parallel to axis Thickness around eye-hole  
Flywheel Shafts, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted Thrust Shaft, diameter at collars as per Rule as fitted  
Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the tube shaft fitted with a continuous liner no  
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 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 main shaft  
Propeller, dia. 2' 10" Pitch 2' 3" No. of blades 3 Material Bronze whether Moveable no Total Developed Surface 496 sq. ft.  
Method 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 Are the cylinders fitted with safety valves Are the exhaust pipes and silencers water cooled or lagged with non-conducting material  
If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

Boiling Water Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel  
Bilge Pumps fitted to the Main Engines, No. One Diameter 1 3/4" Stroke 2 3/4" Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and Size One in E. R. as above (1 1/2" suction). How driven Main engine.

Ballast Pumps, No. and size None Lubricating Oil Pumps, including Spare Pump, No. and size One: 1 3/8" bore x 3/8" stroke  
Are two independent means arranged for circulating water through the Oil Cooler no Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Pumps, No. and size:—In Engine and Boiler Room 1 @ 1 1/2" as above and 1—1 1/2" hand pump.  
Holds, &c. Hand pumps: — 1 each space — 1 1/2"

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size Hand pumps only.  
Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes Are the Bilge Suctions in the Machinery Space

from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges no: strum boxes fitted.  
Are all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks both

Are they fixed sufficiently high on the ship's side to be seen without lifting the plate form 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 no Are the Blow Off Cocks fitted with a spigot and brass covering plate

At pipes pass through the bunkers none How are they protected  
At 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 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

if not give compartment to another yes Is the Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from yes  
If the vessel is a wood 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

All Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by  
Venting Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule as fitted

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule  
Are the internal surfaces of the receivers be examined What means are provided for cleaning their inner surfaces

Is there a drain arrangement fitted at the lowest part of each receiver  
Are Pressure Air Receivers, No. Cubic capacity of each Internal diameter thickness

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

Are Venting Air Receivers, No. Total cubic capacity Internal diameter thickness Working pressure by Rules  
Are they, lap welded or riveted longitudinal joint Material Range of tensile strength



IS A DONKEY BOILER FITTED?

no

If so, is a report now forwarded?

✓

HYDRAULIC TESTS:-

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS .....					
"    "    COVERS .....					
"    "    JACKETS.....					
"    "    PISTON WATER PASSAGES.....					
MAIN COMPRESSORS—1st STAGE.....					
"    "    2nd " .....					
"    "    3rd " .....					
AIR RECEIVERS—STARTING .....					
"    "    INJECTION .....					
AIR PIPES .....	18-10-26	250 lb./in. <sup>2</sup>	600 lb./in. <sup>2</sup>	JDB	S.D. Copper
FUEL PIPES .....	21-10-26	Hand pump suction	Height of oil.	—	Steel
FUEL PUMPS .....					
SILENCER .....					
"    "    WATER JACKET .....					
SEPARATE FUEL TANKS .....					

PLANS. Are approved plans forwarded herewith for Shafting *Inch Rpt.* Receivers *Inch. Rpt.* Separate Tanks *Inch. Rpt.*

Donkey Boilers

General Pumping Arrangements

*none supplied*

Oil Fuel Burning Arrangements

*none supplied*

SPARE GEAR

*Main Engine:— 1st piston rings; 1 full pump; 1 done (hot bulb); 2 circulating pump leathers; 2 bilge & 2 circulating pump valves; 12 crank case air various jointing gaskets & assorted springs.*  
*Auxiliary Compressor:— 1 power & 1 air cylinder piston rings; 2 pistons; 1 trigger gear; 3 springs.*

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

1926 Oct 5-8-14-18-19-21-25

2

Dates of Examination of principal parts—Cylinders

Covers

Pistons

Rods

Connecting rods

Crank shaft

Flywheel shaft

Thrust shaft

Intermediate shafts

5-10-26 Tube shaft

Screw shaft

5-10-26

Propeller

8-10-26

Stern tube

5-10-26

Engine seatings

5-10-26

Engines holding down bolts

18

Completion of fitting sea connections

8-10-26

Completion of pumping arrangements

21-10-26

Engines tried under working conditions

21-

Crank shaft, Material

Identification Mark

Flywheel shaft, Material

Identification Mark

Thrust shaft, Material

Identification Mark

Intermediate shafts, Material

Mild steel

Identification Mark

Tube shaft, Material

Identification Mark

Screw shaft, Material

Mild steel

Identification Mark

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

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. *These engines along with the Auxiliary driven Air Compressor—As per Manchester Report N° 5940—have been properly on board and tried under full power conditions with satisfactory. This machinery is now eligible, in my opinion, to be classed in Register Book with notation :- L.M.C. — 10.26. T.S.—O.G.: as recommended by the Manchester Surveyors in Inch. Rpt. 5937. 5940.*

The amount of Entry Fee

£ 3 : 8/-

When applied for,

1/11/26

Special

Donkey Boiler Fee

Travelling Expenses (if any)

When received,

13-12-26

Committee's Minute

GLASGOW 2-NOV 1926

Assigned

+ LMC 10,26

CERTIFICATE WRITTEN

3/11/26

issued

14/12/26

J. D. Boyle  
Engineer Surveyor to Lloyd's Register of Ships



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