

REPORT ON OIL ENGINE MACHINERY.

No. 89050

JUN 1925

Date of writing Report 20 JUN 1925 When handed in at Local Office 20 JUN 1925 Port of London
 Date, First Survey 31st MARCH 1925 Last Survey 5th June 1925
 No. in Survey held at Rochester Date, First Survey 31st MARCH 1925 Last Survey 5th June 1925
 on the Single } Screw vessels "Rochester Castle"
 Twin }
 Triple }
 Built at Rochester By whom built Short Bros & Co Ltd Yard No. When built 1925
 Engines made at Manchester By whom made L. Gardner & Sons Ltd Engine No. 31617 When made 1925
 Monkey Boilers made at none By whom made Boiler No. 7 When made
 Brake Horse Power 192 (Total) Owners The Channel Coasting & Trading Co Ltd Port belonging to Rochester
 Nom. Horse Power as per Rule 55 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted

 Tons { Gross 167.07
 Net 94.02

L ENGINES, &c.—Type of Engines Vertical Semi-Diesel 2 or 4 stroke cycle 2 Single or double acting Single
 Maximum pressure in cylinders 300 No. of cylinders 4 No. of cranks 4 Diameter of cylinders 9 1/2
 Length of stroke 10 3/4" Revolutions per minute 370 Means of ignition Hot bulb Kind of fuel used Heavy Oil
 Is there a bearing between each crank Span of bearings (Page 92, Section 2, par. 7 of Rules)
 Distance between centres of main bearings Is a flywheel fitted Diameter of crank shaft journals as per Rule as fitted
 Diameter of crank pins Breadth of crank webs as per Rule as fitted Thickness of ditto as per Rule as fitted
 Diameter of flywheel shaft as per Rule as fitted Diameter of tunnel shaft as per Rule as fitted Diameter of thrust shaft as per Rule as fitted
 Diameter of screw shaft as per Rule as fitted Is the screw shaft fitted with a continuous liner the whole length of the stern tube no
 Is the after end of the liner made watertight in the propeller boss yes If the liner is in more than one length are the joints burned
 Is 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 If without liners, is the shaft arranged to run in oil yes
 Type of outer gland fitted to stern tube Jarwood Length of stern bush 16" x 21" Diameter of propeller 41"
 Pitch of propeller 35" No. of blades 4 state whether moveable no Total surface 42.8 ft² square feet
 Method of reversing Is a governor or other arrangement fitted to prevent racing of the engine when declutched Thickness of cylinder liners
 Are the cylinders fitted with safety valves Means of lubrication 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
 Is the funnel within the vessel Yes No. of cooling water pumps Is the sea suction provided with an efficient strainer which can be cleared
 Can one be overhauled while the other is at work yes No. of bilge pumps fitted to the main engines One each Diameter of ditto 1 3/4" Stroke 2"
 Sizes of pumps Rotary No. and sizes of suctions connected to both main bilge pumps and auxiliary bilge pumps:—In engine room 2 at 2"
 And in holds, etc. 2 - 2" No. of ballast pumps How driven Sizes of pumps
 Is the ballast pump fitted with a direct suction from the engine room bilges State size Is a separate auxiliary pump suction fitted in
 Engine Room and size Yes - 2" Are all the bilge suction pipes fitted with roses Yes Are the roses in Engine Room always accessible Yes
 Are the sluices on Engine Room bulkheads always accessible Are all connections with the sea direct on the skin of the ship yes
 Are they valves or cocks Ball Are they fixed sufficiently high on the ship's side to be seen without lifting the floor plates yes
 Are the discharge pipes above or below the deep water line Above Are they each fitted with a discharge valve always accessible on the plating of the vessel
 Are all pipes, cocks, valves and pumps in connection with the machinery accessible at all times yes Are the bilge suction pipes, cocks and valves arranged so as to prevent any
 Communication between the sea and the bilges yes Is the screw shaft tunnel watertight Is it fitted with a watertight door
 Is it 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 Trays
 No. of main air compressors No. of stages Diameters Stroke Driven by
 No. of auxiliary air compressors No. of stages Diameters Stroke Driven by
 No. of small auxiliary air compressors No. of stages Diameters Stroke Driven by
 No. of scavenging air pumps Diameter Stroke Driven by
 Diameter of auxiliary Diesel Engine crank shafts as per Rule as fitted Are the air compressors and their coolers made so as to be easy of access

R RECEIVERS:—No. of high pressure air receivers Internal diameter Cubic capacity of each
 Material Seamless, lap welded or riveted longitudinal joint Range of tensile strength
 Thickness working pressure by Rules No. of starting air receivers Internal diameter
 Total cubic capacity Material Seamless, lap welded or riveted longitudinal joint
 Range of tensile strength thickness Working pressure by rules Is each receiver, which can be isolated,
 Fitted with a safety valve as per Rule Can 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

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					
FUEL PIPES					
FUEL PUMPS					
SILENCER					
" WATER JACKET					
SEPARATE FUEL TANKS					

PLANS. Are approved plans forwarded herewith for shafting
(If not, state date of approval)

Receivers

Separate Tanks

SPARE GEAR

The foregoing is a correct description,
SHORT BROS. (ROCHESTER) LTD.

H. Wood

Secretary

Manufacturer. Installer

Dates of Survey while building
During progress of work in shops --
During erection on board vessel --
Total No. of visits

1925. MAR 31 MAY 6. 13 JUNE 25.

5

Dates of Examination of principal parts—Cylinders *✓* Covers *✓* Pistons *✓* Rods *✓* Connecting rods *✓*
Crank shaft *✓* Thrust shaft *✓* Tunnel shafts *✓* Screw shaft *✓* Propeller *✓* Stern tube *✓* Engine seatings *6/5/25*
Engines holding down bolts *2/6/25* Completion of pumping arrangements *2/6/25* Engines tried under working conditions *5/6/25*
Completion of fitting sea connections *13/5/25* Stern tube *13/5/25* Screw shaft and propeller *2/6/25*
Material of crank shaft *✓* Identification Mark on Do. *✓* Material of thrust shaft *✓* Identification Mark on Do. *✓*
Material of tunnel shafts *✓* Identification Marks on Do. *✓* Material of screw shafts *✓* Identification Marks on Do. *✓*
Is the flash point of the oil to be used over 150° F. *Yes. 188.6°F.*
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.)

The machinery described *Manchester Report 2: 5591* has been securely fitted on board & satisfactorily tried under working conditions.

This vessel is in my opinion eligible to have notation *L.M.C. 6, 25* without class, as recommended *Manchester Report*.

The amount of Entry Fee ... £ : :
Special ... £ *3-8-0*
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ *3-9-4*

When applied for,
24 JUN 1925

When received,
1 JUL 1925

Committee's Minute

TUES. 7 JUL 1925

Assigned

L.M.C. 6.25 O.B.
oil engines

H. Gardner-Smith.
Engineer Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register
Foundation