

## REPORT ON OIL ENGINE MACHINERY.

No. 11408

16 NOV 1934

Date of writing Report

19

When handed in at Local Office

15/11/

1934 Port of

Received at London Office

Belfast

No. in Survey held at  
Reg. Book.

Belfast

Date, First Survey

12<sup>th</sup> January 1934

Last Survey

9<sup>th</sup> Nov. 1934

Number of Visits

75139 on the  
Single  
Twin  
Triple  
Quadruple

Screw vessel

Jw. Sc. M/V. DORSET

Tons { Gross 10500  
Net 6000

Built at

Belfast

By whom built

Workman Clark (1915) Ltd

Yard No.

534 When built 1934

Engines made at

Winterthur

By whom made

Sulzer Bros Ltd

Engine No.

6442 When made 1934

Donkey Boilers made at

Belfast

By whom made

Workman Clark (1915) Ltd

Boiler No.

534 When made 1934

Brake Horse Power 11000 (Two engs)

Owners

Federal Steam Navigation Co Ltd

Port belonging to

Nom. Horse Power as per Rule

22386

Is Refrigerating Machinery fitted for cargo purposes

Yes

Is Electric Light fitted

Yes

Trade for which vessel is intended

Australia &amp; New Zealand.

28 3/8

49 3/16

OIL ENGINES, &c.—Type of Engines ~~Waterman, Clark Sulzer~~ <sup>High Pressure</sup> Injection 2 or 4 stroke cycle 2. Single or double acting Single

Maximum pressure in cylinders ~800 lb/sq. in. Diameter of cylinders 720 mm. Length of stroke 1250 mm No. of cylinders 8 No. of cranks 8

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 930 mm. Is there a bearing between each crank Yes.

Revolutions per minute 126 Flywheel dia. 2350 mm. Weight 4250 kg. Means of ignition Compression Kind of fuel used Diesel Oil, Various.

Crank Shaft, dia. of journals as per Rule 490 as fitted 490 Crank pin dia. 490 mm. Crank Webs Mid. length breadth 845 mm. Thickness parallel to axis 305 mm.

Flywheel Shaft, diameter as per Rule 490 as fitted 490 Intermediate Shafts, diameter as per Rule 14 3/8 as fitted 14 3/8 Thrust Shaft, diameter at collars as per Rule 490 as fitted 490

Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 17 as fitted 17 Is the tube shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 27 3/32 as fitted 27 3/32 Thickness between bushes as per rule 5/8 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 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 tube

shaft No. If so, state type Length of Bearing in Stern Bush next to and supporting propeller 5'8"

Propeller, dia. 16'6" Pitch 15'4" No. of blades 3 Material Bronze whether Moveable Yes Total Developed Surface 75 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 457 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 funnel

Cooling Water Pumps, No. 3 Sea water 3 Freshwater Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Bilge Pumps worked from the Main Engines, No. None Diameter Stroke Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line { No. and Size 2 @ 120 tons/hr. 2 @ 100 tons/hr. How driven Motor

Ballast Pumps, No. and size 2 @ 100 tons/hr. Lubricating Oil Pumps, including Spare Pump, No. and size 3 @ 55 tons/hr

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 4 @ 3 1/2" 2 @ 2 1/2" Aftercofferdam 1 @ 2 1/2" In Pump Room

In Holds, &amp;c. N°1—2 @ 3" N°2—2 @ 3 1/2" N°3—2 @ 3 1/2" Coffdam 2 @ 3" Jacket 1 @ 3" N°4—3 @ 3" N°5—2 @ 3" N°6—2 @ 2 1/2" N°7—2 @ 2 1/2" N°8—2 @ 2 1/2" N°9—2 @ 2 1/2" N°10—2 @ 2 1/2" N°11—2 @ 2 1/2" N°12—2 @ 2 1/2" N°13—2 @ 2 1/2" N°14—2 @ 2 1/2" N°15—2 @ 2 1/2" N°16—2 @ 2 1/2" N°17—2 @ 2 1/2" N°18—2 @ 2 1/2" N°19—2 @ 2 1/2" N°20—2 @ 2 1/2" N°21—2 @ 2 1/2" N°22—2 @ 2 1/2" N°23—2 @ 2 1/2" N°24—2 @ 2 1/2" N°25—2 @ 2 1/2" N°26—2 @ 2 1/2" N°27—2 @ 2 1/2" N°28—2 @ 2 1/2" N°29—2 @ 2 1/2" N°30—2 @ 2 1/2" N°31—2 @ 2 1/2" N°32—2 @ 2 1/2" N°33—2 @ 2 1/2" N°34—2 @ 2 1/2" N°35—2 @ 2 1/2" N°36—2 @ 2 1/2" N°37—2 @ 2 1/2" N°38—2 @ 2 1/2" N°39—2 @ 2 1/2" N°40—2 @ 2 1/2" N°41—2 @ 2 1/2" N°42—2 @ 2 1/2" N°43—2 @ 2 1/2" N°44—2 @ 2 1/2" N°45—2 @ 2 1/2" N°46—2 @ 2 1/2" N°47—2 @ 2 1/2" N°48—2 @ 2 1/2" N°49—2 @ 2 1/2" N°50—2 @ 2 1/2" N°51—2 @ 2 1/2" N°52—2 @ 2 1/2" N°53—2 @ 2 1/2" N°54—2 @ 2 1/2" N°55—2 @ 2 1/2" N°56—2 @ 2 1/2" N°57—2 @ 2 1/2" N°58—2 @ 2 1/2" N°59—2 @ 2 1/2" N°60—2 @ 2 1/2" N°61—2 @ 2 1/2" N°62—2 @ 2 1/2" N°63—2 @ 2 1/2" N°64—2 @ 2 1/2" N°65—2 @ 2 1/2" N°66—2 @ 2 1/2" N°67—2 @ 2 1/2" N°68—2 @ 2 1/2" N°69—2 @ 2 1/2" N°70—2 @ 2 1/2" N°71—2 @ 2 1/2" N°72—2 @ 2 1/2" N°73—2 @ 2 1/2" N°74—2 @ 2 1/2" N°75—2 @ 2 1/2" N°76—2 @ 2 1/2" N°77—2 @ 2 1/2" N°78—2 @ 2 1/2" N°79—2 @ 2 1/2" N°80—2 @ 2 1/2" N°81—2 @ 2 1/2" N°82—2 @ 2 1/2" N°83—2 @ 2 1/2" N°84—2 @ 2 1/2" N°85—2 @ 2 1/2" N°86—2 @ 2 1/2" N°87—2 @ 2 1/2" N°88—2 @ 2 1/2" N°89—2 @ 2 1/2" N°90—2 @ 2 1/2" N°91—2 @ 2 1/2" N°92—2 @ 2 1/2" N°93—2 @ 2 1/2" N°94—2 @ 2 1/2" N°95—2 @ 2 1/2" N°96—2 @ 2 1/2" N°97—2 @ 2 1/2" N°98—2 @ 2 1/2" N°99—2 @ 2 1/2" N°100—2 @ 2 1/2" N°101—2 @ 2 1/2" N°102—2 @ 2 1/2" N°103—2 @ 2 1/2" N°104—2 @ 2 1/2" N°105—2 @ 2 1/2" N°106—2 @ 2 1/2" N°107—2 @ 2 1/2" N°108—2 @ 2 1/2" N°109—2 @ 2 1/2" N°110—2 @ 2 1/2" N°111—2 @ 2 1/2" N°112—2 @ 2 1/2" N°113—2 @ 2 1/2" N°114—2 @ 2 1/2" N°115—2 @ 2 1/2" N°116—2 @ 2 1/2" N°117—2 @ 2 1/2" N°118—2 @ 2 1/2" N°119—2 @ 2 1/2" N°120—2 @ 2 1/2" N°121—2 @ 2 1/2" N°122—2 @ 2 1/2" N°123—2 @ 2 1/2" 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IS A DONKEY BOILER FITTED?

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

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

Stock of tubes for each size of boiler. 1 complete set of thrust pins. 5 cylinder liners. 1 cylinder cover & 1 piston complete with rod and cooling water pipe. 1 piston skirt and 2 piston crowns. 5 fuel valves. 2 starting air valves. 8 cylinder relief valves. 8 fuel cams. 4 piston cooling running pipes and 4 stand pipes. 30 spare oil fuel pipes.

The foregoing is a correct description.

pro WORKMAN CLARK (1928) LIMITED.

F. Bunningham

Secretary.

Dates of Survey while building

Dates of Examination of principal parts

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.)

The main and auxiliary has been efficiently installed and tried out at moored and sea trials with satisfactory results. In my opinion the vessel is eligible for Record in the Society's Register Book. + LMC 11.34 CL. 2 DBs 120 lbs Electric Light. Oil Engines.

The amount of Fee

Special Air Reservoir

Donkey Boiler Fee

Travelling Expenses (if any)

Committee's Minute

Assigned

When applied for

When received

TUE. 20 NOV 1934

Charles J. Hunter

Engineer Surveyor to Lloyd's Register of Shipping.



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