

REPORT ON OIL ENGINE MACHINERY.

No. 46030

Received at London Office 20 OCT 1926

of writing Report 12⁵ Oct 1926 When handed in at Local Office 15-10-26 Port of Glasgow

in Survey held at Glasgow Date, First Survey 25-8-25 Last Survey 8-10-1926

Book. on the ^{Single} Twin } Screw vessels SHROPSHIRE Tons: Gross 10860 Net 6629

at Glasgow. By whom built The Fairfield S.B. & E.C. Ltd No 619 When built 1926-10

ines made at Glasgow. By whom made The Fairfield S.B. & E.C. Ltd Engine No. 619 When made 1926

key Boilers made at By whom made Boiler No. When made

ke Horse Power Owners Bibby Bros & Co. Port belonging to Liverpool

a. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

GENERATOR. Type of Engines Three sets, Burmeister & Wain 2 or 4 stroke cycle Single or double acting

ENGINE, &c. No. of cylinders Diameter of cylinders No. of cranks Length of stroke

imum pressure in cylinders No. of bearings, adjacent to the Crank, measured from inner edge to inner edge Is there a bearing between each crank

utions per minute Flywheel dia. Weight Means of ignition Kind of fuel used

nk Shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank Webs Mid. length breadth Mid. length thickness Kind of fuel used Thickness parallel to axis Thickness around eye-hole

heel 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

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

ize 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

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

he 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

wo liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after

of the tube shaft Length of Bearing in Stern Bush next to and supporting propeller

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

thod 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

-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

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

lge Pumps fitted to the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

umps connected to the Main Bilge Line No. and Size How driven

llast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size

Two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

umps, No. and size:—In Engine and Boiler Room

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

Are the Bilge Suctions in the Machinery Space

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

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

Are they fitted with Valves or Cocks

Are all Sea Connections fitted direct on the skin of the ship

Are the Overboard Discharges above or below the deep water line

Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates

Are the Blow Off Cocks fitted with a spigot and brass covering plate

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

How are they protected

Are the pipes that pass through the bunkers

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

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

partment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

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

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

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

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

avenging Air Pumps, No. Diameter Stroke

axiliary Engines crank shafts, diameter as per Rule as fitted

R 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

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

Working Air Receivers, No. Total cubic capacity Internal diameter thickness

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



IS A DONKEY BOILER FITTED? ✓

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 Receivers Separate Tanks
 (If not, state date of approval)
 Donkey Boilers General Pumping Arrangements Oil Fuel Burning Arrangements

SPARE GEAR

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

Dates of Examination of principal parts—Cylinders Covers Pistons Rods Connecting rods
 Crank shaft Flywheel shaft 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
 Crank shaft, Material Identification Mark Flywheel shaft, Material Identification Mark
 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.

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.)

The Three Sets of Diesel Generators as per London Report No 90085 have been satisfactorily fitted on board the above vessel.

A. L. 15/10/26

The amount of Entry Fee ... £ ✓ : : When applied for,
 Special ... £ ✓ : : 19.
 Donkey Boiler Fee ... £ ✓ : : When received,
 Travelling Expenses (if any) £ ✓ : : 19.

W. Law
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **GLASGOW 19 OCT 1926**

Assigned *See accompanying Mach: Report.*



Certificate (if required) to be sent to
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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