

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 19605
22 JAN 1936

Date of writing Report *21st Jan 1936*. When handed in at Local Office *21. 1. 1936* Port of *Grimsey*.
No. in Survey held at *Lincoln*. Date, First Survey *19th Dec 1935*. Last Survey *20th Jan 1936*.
Reg. Book. *Ashanti* Number of Visits *9*.

Single on the Triple Quadruple *Single* Screw vessel *Engines being dispatched for completion* Tons } Gross }
 } Net }
Built at *Yule* By whom built *Yule & Co* Yard No. *312/13/14/15* When built ✓
Engines made at *Lincoln*. By whom made *Ruston & Hornsby, L^{td}* Engine No. When made *1936*.
Donkey Boilers made at ✓ By whom made ✓ Boiler No. When made ✓
Brake Horse Power *27 each* Owners ✓ Port belonging to ✓
Nom. Horse Power as per Rule *5.9 each* Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted ✓
Trade for which vessel is intended *[4 Engines, Type 3 J.P.]*

OIL ENGINES, &c.—Type of Engines *Oilless injection, cold starting* 2 or 4 stroke cycle *4* Single or double acting *single*
Maximum pressure in cylinders *750 lbs.* Diameter of cylinders *4 1/2"* Length of stroke *5 1/2"* No. of cylinders *3* No. of cranks *3*.
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge *6.69"* Is there a bearing between each crank *yes*.
Revolutions per minute *1000* Flywheel dia. *26"* Weight *288 lbs.* Means of ignition *compression* Kind of fuel used *crude oil*.
Crank Shaft, dia. of journals *as approved* Crank pin dia. *3"* Crank Webs Mid. length breadth *3 1/2"* Thickness parallel to axis ✓
Flywheel Shaft, diameter *as approved* Intermediate Shafts, diameter *as per Rule* Thrust Shaft, diameter at collars *as per Rule*
Tube Shaft, diameter *as fitted* Screw Shaft, diameter *as fitted* Is the { tube } shaft fitted with a continuous liner { ✓
Bronze Liners, thickness in way of bushes *as per Rule* Thickness between bushes *as per rule* 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 tube
If so, state type ✓ Length of Bearing in Stern Bush next to and supporting propeller ✓
Propeller, dia. ✓ Pitch ✓ No. of blades ✓ Material ✓ whether Moveable ✓ Total Developed Surface ✓ sq. feet

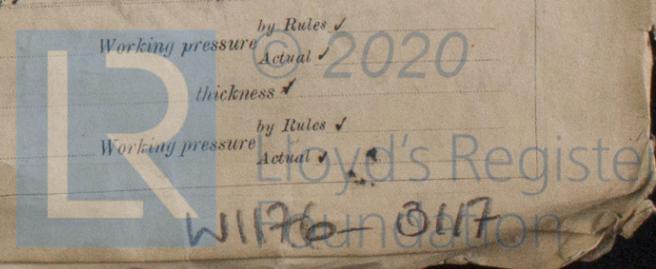
Method of reversing Engines *None*. Is a governor or other arrangement fitted to prevent racing of the engine when declutched *yes*. Means of lubrication
forced. Thickness of cylinder liners *5/16"* Are the cylinders fitted with safety valves ✓ Are the exhaust pipes and silencers water cooled or lagged 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 ✓
Cooling Water Pumps, No. *None*. Is the sea suction provided with an efficient strainer which can be cleared within the vessel ✓
What special arrangements are made for dealing with cooling water if discharged into bilges ✓

Bilge Pumps worked from the Main Engines, No. ✓ Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓
Pumps connected to the Main Bilge Line } No. and Size ✓
 } How driven ✓
Ballast Pumps, No. and size ✓ Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size *one geared*.
Are two independent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
Pumps, No. and size:—In Machinery Spaces ✓ In Pump Room ✓
In Holds, &c. ✓

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size ✓ Are the Bilge Suctions in the Machinery Spaces
Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes ✓ Are the Bilge Suctions in the Machinery Spaces
led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges ✓
Are all Sea Connections fitted direct on the skin of the ship ✓ Are they fitted with Valves or Cocks ✓
Are they 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 ✓
Are they 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 ✓
What pipes pass through the bunkers ✓ How are they protected ✓
What 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 ✓
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
compartment to another ✓ Is the Shaft Tunnel watertight ✓ Is it fitted with a watertight door ✓ 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 ✓

Main Air Compressors, No. ✓ No. of stages ✓ Diameters ✓ Stroke ✓ Driven by ✓
Auxiliary Air Compressors, No. ✓ No. of stages ✓ Diameters ✓ Stroke ✓ Driven by ✓
Small Auxiliary Air Compressors, No. ✓ No. of stages ✓ Diameters ✓ Stroke ✓ Driven by ✓
Scavenging Air Pumps, No. ✓ Diameter ✓ Stroke ✓ Driven by ✓
Auxiliary Engines crank shafts, diameter *as per Rule* No. — ✓
 as fitted Position — ✓

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule ✓
Can the internal surfaces of the receivers be examined and cleaned ✓ Is a drain fitted at the lowest part of each receiver ✓
High Pressure Air Receivers, No. *None*. Cubic capacity of each ✓ Internal diameter ✓ Thickness ✓
Seamless, lap welded or riveted longitudinal joint. Material ✓ Range of tensile strength ✓ Working pressure Actual ✓
Starting Air Receivers, No. *None*. Total cubic capacity ✓ Internal diameter ✓ Thickness ✓
Seamless, lap welded or riveted longitudinal joint. Material ✓ Range of tensile strength ✓ Working pressure Actual ✓



960
IS A DONKEY BOILER FITTED? *no*

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 *29.9.32.17.12.35* Receivers
(If not, state date of approval)

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

Request form attached.

The foregoing is a correct description.

J. Owens 14/1/36

Manufacturer.

Dates of Survey while building
During progress of work in shops -- *1935 Dec 19.23.30 1936 Jan 2.8.9.13.16.30 + Jan 24.29*
During erection on board vessel ---
Total No. of visits *9 + 2 = 11*

Dates of Examination of principal parts—Cylinders *23.12.35* Covers *24.6.1.36* Pistons *9.1.36* Rods
Crank shaft *9.1.36 + 16.1.36* 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 *TEST BED 24/29/1936*
Crank shaft, Material *Sm. steel* Identification Mark *2347.3000* 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.

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?

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with?

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 workmanship & materials are good.*

These engines have been partly built under Special Survey in accordance with the Rules and Approved plans at the works of Messrs Ruston & Hornsby, Ltd., of Lincoln.

The engines have been forwarded to the works of Messrs R.A. Lister & Co., of Dursley, where they will be completed & the running trials carried out.

The Bristol Surveyor has been advised.

These engines have been examined under working conditions on the test bed with satisfactory results. They have been dispatched to the Homecoming Eng. Co. for lighting sets & supplying power to electric winches for the Gool S.B. to yard Nos 312-13-14 & 15

14848/35/14/1009-10-11-12
P/14/548/9/50/51

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

charged in the quarterly a/c.

J.H. Reditch & John L. ...
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 30 JUN 1936

FRI. 14 AUG 1936

16 OCT 1936

Assigned

See Vol 76. 46825



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