

REPORT ON OIL ENGINE MACHINERY.

No. 98487

Received at London Office 24 FEB 1933
24 FEB 1933 Port of London
Date, First Survey 21 November 1932 Last Survey 19 January 1933
Number of Visits 3

of writing Report 19 When handed in at Local Office
in Survey held at Newbury

on the Single Triple Screw vessel (oil engined) ACTUOSITY Tons Gross Net

lt at Greenock By whom built George Brown & Co. Yard No. 183 When built 1933
ines made at Newbury By whom made The Newbury Diesel Co. Ltd. Engine No. 639 When made 1933
key Boilers made at By whom made Boiler No. When made
ke Horse Power 300 Owners Port belonging to
n. Horse Power as per Rule 139 Is Refrigerating Machinery fitted for cargo purposes 157/8 Is Electric Light fitted
de for which vessel is intended

ENGINE, &c. Type of Engines Heavy oil 2 or 4 stroke cycle Two Single or double acting single
imum pressure in cylinders 600 lb./sq. in. Diameter of cylinders 320 mm. Length of stroke 390 mm. No. of cylinders 5 No. of cranks 5
of bearings, adjacent to the Crank, measured from inner edge to inner edge 428 mm. Is there a bearing between each crank Yes
utions per minute 300 Flywheel dia. 900 mm. Weight 25 cwt. Means of ignition Compression Kind of fuel used Heavy oil.
nk Shaft, dia. of journals as per Rule 173.5 mm. Crank pin dia. 174 mm. Crank Webs Mid. length breadth 230.6 mm. Thickness parallel to axis
as fitted 174 mm. Mid. length thickness 100 mm. Thickness around eye hole
wheel Shaft, diameter as per Rule 4.101" Thrust Shaft, diameter at collars as per Rule 109.5 mm.
as fitted 5.375" as fitted 130/135 mm.
e Shaft, diameter as per Rule 4.781" Is the screw shaft fitted with a continuous liner No
as fitted 5.375" Is the after end of the liner made watertight in the
ize Liners, thickness in way of bushes as per Rule Thickness between bushes as fitted
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
co 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
Yes If so, state type Nework Length of Bearing in Stern Bush next to and supporting propeller 26"

propeller, dia. 5' 8" Pitch 3' 5" No. of blades 3 Material bronze whether Moveable Solid Total Developed Surface 10.5 sq. feet
hod of reversing Engines Reversing gear Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication
forced Thickness of cylinder liners 27.5 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with
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

oling Water Pumps, No. 1 - 125 mm dia x 120 mm stroke Is the sea suction provided with an efficient strainer which can be cleared within the vessel
ge Pumps worked from the Main Engines, No. 10-1863A Diameter 125 mm Stroke 120 mm Can one be overhauled while the other is at work
umps connected to the Main Bilge Line No. and Size How driven

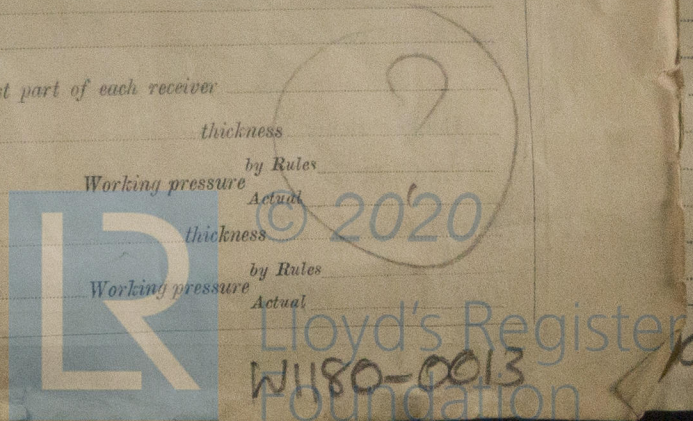
last Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size
two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
umps, No. and size:—In Machinery Spaces In Pump Room
Holds, &c.

ependent Power Pump Direct Suctions to the Engine Room Bilges, No. and size
all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Are the Bilge Suctions in the Machinery Spaces
from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges
all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks.
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
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
at pipes pass through the bunkers How are they protected
at pipes pass through the deep tanks Have they been tested as per Rule
all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times
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

wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork
in Air Compressors, No. one No. of stages one Diameters 110 mm Stroke 150 mm Driven by M.E. at 300 RPM
Auxiliary Air Compressors, No. one No. of stages two Diameters 44 mm & 110 mm Stroke 82 mm Driven by Auxiliary Engine
all Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by
avenging 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
the internal surfaces of the receivers be examined and cleaned Is a drain fitted at the lowest part of each receiver
gh Pressure Air Receivers, No. Cubic capacity of each Internal diameter thickness
Material Range of tensile strength Working pressure by Rules Actual
Total cubic capacity Internal diameter thickness
Material Range of tensile strength Working pressure by Rules Actual
unless, lap welded or riveted longitudinal joint
Starting Air Receivers, No. Total cubic capacity Internal diameter thickness
Material Range of tensile strength Working pressure by Rules Actual
unless, lap welded or riveted longitudinal joint



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 5/9/32, 3/10/32, 22/10/32 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 *Yes*

State the principal additional spare gear supplied *See attached list*

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building
During progress of work in shops - 1932. Nov. 21. Dec. 8. 1933. Jan. 19
During erection on board vessel -
Total No. of visits

Dates of Examination of principal parts—Cylinders 8-12-32 Covers 21-11-32 Pistons 21-11-32 Rods — Connecting rods 21-11-32
Crank shaft 21-10-32 / 21-11-32 Flywheel shaft — Thrust shaft 21-11-32 Intermediate shafts 21-11-32 Tube shaft —
Screw shaft 21-11-32 Propeller — Stern tube 8-12-32 Engine seatings — Engines holding down bolts —

Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions

Crank shaft, Material *4.2. Steel* Identification Mark *LLOYDS 509 JFC 2712 - 21/10/32* Flywheel shaft, Material Identification Mark
Thrust shaft, Material *4.2. Steel* Identification Mark *LLOYDS 509 MAB 22-9-32 CLR 21-11-32* Intermediate shafts, Material *4.2. Steel* Identification Marks *LLOYDS 9166-6 JP 9-11-32 CLR 21-11-32*
Tube shaft, Material — Identification Mark — Screw shaft, Material *4.2. Steel* Identification Mark *LLOYDS 9166-6 JP 9-11-32 CLR 21-11-32*

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

If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)

Workmanship good. This engine has been built under special survey, in accordance with the approved plan and the Rules. The materials used have been made at works approved by the Committee. It has satisfactorily withstood shop running trials and has now been dispatched to Greenock for fitting onboard, and will be eligible in our opinion for the notation of +LMC of suitable date when installed onboard and tested as required by the Rules.

139 NP : 134-15-0.

The amount of Entry Fee .. £ 3 : 0 : 0
Special 4/5 .. £ 27 : 16 : 0
Donkey Boiler Fee .. £ : :
Travelling Expenses (if any) £ 3 : 9 : 6

When applied for,

When received,

Committee's Minute

SEE ACCOMPANYING MACHINERY REPORT.

Assigned GLASGOW 28 FEB 1933

Richard Palmer & Geo. A. Parry
Engineer Surveyor to Lloyd's Register of Shipping.



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