

(See L.R. Rpt. No. 21149)

RECEIVED
Rpt. No. 2
9 NOV 1943

REPORT ON OIL ENGINE MACHINERY.

No 33833

29 NOV 1943

Received at London Office

Date of writing Report

When handed in at Local Office 27 NOV 1943 Port of

Sunderland.

No. in Survey held at Reg. Book.

Sunderland

Date, First Survey 20 April '42 Last Survey 18 Nov 1943

Number of Visits 29

Single on the Triples Screw vessel

M.V. "JERRY CUNIHY."

Tons Gross Net

Built at Rosyth

By whom built Rosythland S.B. Loch

Yard No. 245 When built

Engines made at Sunderland

By whom made Wm. Leayford & Sons Ld.

Engine No. 228 When made 1943.

Donkey Boilers made at Stockton

By whom made Stockton Chem. Eng. & Ship. Works

Boiler No. 6683. When made 1943.

Brake Horse Power 2500

Owners

Port belonging to

Nom. Horse Power as per Rule 516.

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Trade for which vessel is intended

23 5/8 91 5/8

OIL ENGINES, &c. Type of Engines approved piston airless injection 2 or 4 stroke cycle 2 Single or double acting Single.

Maximum pressure in cylinders 64.0 lbs/sq. in. Diameter of cylinders 600 mm Length of stroke upper 980 mm No. of cylinders 3 No. of cranks 3 (3 throws)

Mean Indicated Pressure 88 lbs/sq. in. Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 940 mm. Is there a bearing between each crank Between each 3 throws.

Revolutions per minute 108 Flywheel dia. A. 2409 mm Weight F. 5 3/4 tons Means of ignition Compression Kind of fuel used -

Crank Shaft, Solid forged dia. of journals as fitted 418 mm Crank pin dia. 450 mm Crank Webs Mid. length breadth 650 mm Thickness parallel to axis 255 mm

Flywheel Shaft, diameter as fitted 418 mm Intermediate Shafts, diameter as fitted 308 mm Thrust Shaft, diameter at collars as fitted 418 mm

Tube Shaft, diameter as fitted 450 mm Screw Shaft, diameter as fitted 341 mm Is the tube screw shaft fitted with a continuous liner No.

Bronze Liners, thickness in way of bushes as per Rule 18 mm Thickness between bushes as per Rule 13 1/2 mm Is the after end of the liner made watertight in the propeller boss No.

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

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.

Propeller, dia. 15'-9" Pitch 11'-9" No. of blades 4 Material Bronze whether Moveable No Total Developed Surface 90 sq. feet

Method of reversing Engines Hand lever Is a governor or other arrangement fitted to prevent racing of the engine when de-statched Yes. Means of lubrication Hand forced

Thickness of cylinder liners 25 mm Are the cylinders fitted with safety valves Yes. Are the exhaust pipes and silencers water cooled or lagged with non-conducting material Yes.

Cooling Water Pumps, No. one Steam driven Is the sea suction provided with an efficient strainer which can be cleared within the vessel (F.W. Cooling)

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 @ 4" x 4" x 12" How driven Steam

Is the cooling water led to the bilges If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping arrangements

Ballast Pumps, No. and size 1 @ 10" x 11" x 10" Leupley. Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size one Engine driven 85 mm x 610 mm

Are two independent means arranged for circulating water through the Oil Cooler one Steam driven 7" x 4" x 12" 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 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. two No. of stages 3 Diameters 11 1/2 - 2 3/4, 11 1/2 - 9 1/2 Stroke 6 1/2 Driven by Steam engine 11 1/2 - 6 1/2

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

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

What provision is made for first Charging the Air Receivers (Steam driven Compressors)

Scavenging Air Pumps, No. one Diameter 1400 mm Stroke 610 mm Driven by Recvrs from main engine

Auxiliary Engines crank shafts, diameter as per Rule as fitted No. Position

Are the Auxiliary Engines been constructed under special survey Is a report sent herewith



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AIR RECEIVERS: - Have they been made under survey...

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...

Injection Air Receivers, No. ... Cubic capacity of each ... Internal diameter ... thickness ...

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

Starting Air Receivers, No. Two ... Total cubic capacity 220 cfs. ... Internal diameter 3'-6" ... thickness 1" ... Working pressure 603 ...

IS A DONKEY BOILER FITTED?

Is the donkey boiler intended to be used for domestic purposes only...

PLANS. Are approved plans forwarded herewith for Shafting ... Receivers ... Separate Fuel Tanks ...

Donkey Boilers ... General Pumping Arrangements ... Pumping Arrangements in Machinery Space ...

Oil Fuel Burning Arrangements

Has the spare gear required by the Rules been supplied?

State the principal additional spare gear supplied

SPARE GEAR.

The foregoing is a correct description of the machinery of the vessel.

Wm. H. Purdie, Director, Manufacturer.

Dates of Survey while building ... During progress of work in shops ... During erection on board vessel ... Total No. of visits 29

Dates of Examination of principal parts - Cylinders 14/6/42, 29/6/42 ... Crank shaft 12/8/42 ... Flywheel shaft as crank ... Thrust shaft as crank ... Intermediate shafts 2/11/43, 9/11/43, 16/11/43 ...

Completion of fitting sea connections ... Completion of pumping arrangements ... Engines tried under working conditions 1/9/42 (Included) ... Identification Marks on Air Receivers K. 1519/20, L.R. 2340, W.M. 31/3/43

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

Description of fire extinguishing apparatus fitted

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 (Standard 600hp.)

General Remarks (State quality of workmanship, opinions as to class, &c.) This machinery has been built under Special Survey in accordance with the approved plans & the rules of the Society. The materials & workmanship are good.

The main engines have been run on full load on test bed with satisfactory results & have now been despatched to Burntisland, together with Shafting, Stern gear & propeller, for installation on board the vessel. Upon the satisfactory completion of this the machinery will be eligible in my opinion to have record of 0% L.R.C. (oil Eng.) with date

The donkey boiler & auxiliary machinery have been sent direct from the various makers to Burntisland.

The amount of Entry Fee ... £ 6 : - ... 2/3 Special welded tanks ... £ 64 : 4 ... Donkey Boiler Fee ... £ 12 : 12 ... Travelling Expenses (if any) ... £ : : ...

When applied for, 27 NOV 1943

When received, 19

J. St. Haswell, Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUES. 14 MAR 1944

Assigned See L.R. je machy rpt 21179



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