

RECEIVED

(See Reith Rpt. No. 21149)

REPORT ON OIL ENGINE MACHINERY.

No 33833

Rpt. No. 29 NOV 1943

29 NOV 1943

Date of writing Report

When handed in at Local Office 27 NOV 1943 Port of

Received at London Office

Sunderland.

No. in Survey held at Reg. Book.

Date, First Survey 20 Apr '42 Last Survey 18 Nov 1943 Number of Visits 29

Single on the Triples Screw vessel

M.V. "JERRY CUNIHV."

Tons Gross Net

Built at Rosythland

By whom built Rosythland S.B. Co. Ltd.

Yard No. 245 When built

Engines made at Sunderland

By whom made Wm. Leayford & Sons Ltd.

Engine No. 228 When made 1943.

Donkey Boilers made at Stockton

By whom made Stockton Chem. Eng. & Ship. Co. Ltd.

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 lbf/sq. in.

Diameter of cylinders 600 mm

Length of stroke 490 mm

No. of cylinders 3

No. of cranks 3 (3 throws)

Mean Indicated Pressure 88 lbf/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

Revolutions per minute 108

Flywheel, dia. A. 2400 mm

Weight 5 3/4 tons

Means of ignition Compression

Kind of fuel used

Crank Shaft.

Solid forged

Semi built

dia. of journals

as fitted 418 mm

as fitted 450 mm

Crank pin dia. 450 mm

Crank Webs

Mid. length breadth 650 mm

Mid. length thickness 255 mm

Thrust Shaft, diameter at collars

as fitted 418 mm

as fitted 450 mm

Flywheel Shaft, diameter

as per Rule

as fitted

Intermediate Shafts, diameter

as per Rule

as fitted

Thrust Shaft, diameter at collars

as fitted

as fitted

as fitted

Tube Shaft, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

Is the tube

shaft fitted with a continuous liner

Is the

after end of the liner made watertight in the

propeller boss

one length.

Bronze 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

propeller boss

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

If so, state type

Length of Bearing in Stern Bush next to and supporting propeller

4'-11"

Propeller, dia. 15'-9"

Pitch 11'-9"

No. of blades 4

Material Bronze

whether Moveable

ho

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-stitched

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

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

one steam driven

one engine driven

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

2 @ 4'-4" x 12"

Steam

Pumps connected to the Main Bilge Line

No. and Size

How driven

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

one engine driven 85 mm x 610 mm

one steam driven 7' x 4' x 12"

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

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

How are they protected

What pipes 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

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" x 2 3/4"

Stroke 6 1/2"

Driven by

Steam engine

Auxiliary Air Compressors, No. -

No. of stages -

Diameters -

Stroke -

Driven by -

Small Auxiliary Air Compressors, No. -

No. of stages -

What provision is made for first Charging the Air Receivers

(Steam driven Compressor)

Diameter 1400 mm

Stroke 610 mm

Driven by

Revers from main engine

Scavenging Air Pumps, No. one

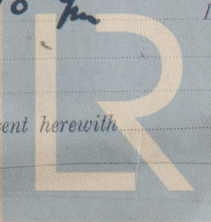
as per Rule

as fitted

Position

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 by Rules

Starting 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?

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

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting

(If not, state date of approval)

Receivers

Separate Fuel Tanks

Donkey Boilers

General Pumping Arrangements

Pumping Arrangements in Machinery Space

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

The following is a correct description

20th H. Purdie

Manufacturer.

Dates of Survey while building

Dates of Examination of principal parts

Completion of fitting sea connections

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

If so, state name of vessel

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

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, Spare 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 1st 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

2/3 Special

Donkey Boiler Fee

Travelling Expenses (if any)

When applied for,

When received,

Committee's Minute

TUES. 14 MAR 1944

Assigned See L.R. for machy rpt 21179

J. St. James

Engineer Surveyor to Lloyd's Register of Shipping.



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