

REPORT ON OIL ENGINE MACHINERY.

No. 84958

18 NOV 1929

Received at London Office
 Date, First Survey 9th August 1929
 Last Survey 15th Nov. 1929
 Number of Visits 17.

Writing Report at South Shields
 When handed in at Local Office 15th Nov. 29
 Port of South Shields
 Date, First Survey 9th August 1929
 Last Survey 15th Nov. 1929
 Number of Visits 17.
 on the Twin Screw vessel Water Tank Barge.
 Tons Gross 68.
 Tons Net
 Built at South Shields By whom built W & E Hill Ltd. Yard No. 501. When built 1929
 Engines made at Amsterdam By whom made Kromhout Matenfabriek Engine No. 5107 When made 1929.
 Monkey Boilers made at ✓ By whom made ✓ Boiler No. ✓ When made ✓
 Brake Horse Power 2 x 60. Owners The Constantinople Port Monopoly Port belonging to Constantinople
 m. Horse Power as per Rule 2 x 17 Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted Yes.
 made for which vessel is intended For water carrying purposes.

ENGINES, &c.—Type of Engines ✓ 2 or 4 stroke cycle ✓ Single or double acting ✓
 Maximum pressure in cylinders ✓ Diameter of cylinders ✓ Length of stroke ✓ No. of cylinders ✓ No. of cranks ✓
 m of bearings, adjacent to the Crank, measured from inner edge to inner edge ✓ Is there a bearing between each crank ✓
 revolutions per minute ✓ Flywheel dia. ✓ Weight ✓ Means of ignition ✓ Kind of fuel used ✓
 Crank Shaft, dia. of journals as per Rule ✓ Crank pin dia. ✓ Crank Webs Mid. length breadth ✓ Thickness parallel to axis ✓
 as fitted ✓ Mid. length thickness ✓ Thickness around eye hole ✓
 Flywheel Shaft, diameter as per Rule ✓ Intermediate Shafts, diameter as per Rule ✓ Thrust Shaft, diameter at collars as per Rule ✓
 as fitted ✓ as fitted ✓ Is the tube screw shaft fitted with a continuous liner ✓
 Main Shaft, diameter as per Rule ✓ Screw Shaft, diameter as per Rule ✓ Is the after end of the liner made watertight in the
 as fitted ✓ as fitted ✓ If the liner is in more than one length are the junctions made by fusion through the whole thickness of the 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
 as fitted ✓ as fitted ✓ If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ✓
 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 ✓
 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. 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 ✓ 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
 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 ✓
 Bilge Water Pumps, No. ✓ Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes
 Bilge Pumps worked from the Main Engines, No. ✓ Diameter 65 Stroke 40 ✓ Can one be overhauled while the other is at work ✓
 Pumps connected to the Main Bilge Line No. and Size ✓ How driven ✓ Hand pump to suction, as per approved
 plan. 6.2.29.
 Ballast Pumps, No. and size ✓ Lubricating Oil Pumps, including Spare Pump, No. and size ✓
 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 1-2" One to a hand pump suction. ✓
 in Holds, &c. ✓ aft peak (dry tank) 1-2" Main engine bilge pump suction.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size ✓
 Are all the Bilge Suction pipes in Holds and Tunnels filled with strum-boxes. Yes ✓ Are the Bilge Suctions in the Machinery Spaces
 d from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes. ✓
 Are all Sea Connections fitted direct on the skin of the ship Yes ✓ Are they fitted with Valves or Cocks Values. ✓
 Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates No. ✓ Are the Overboard Discharges above or below the deep water line Above ✓
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes ✓ Are the Blow Off Cocks fitted with a spigot and brass covering plate ✓
 That pipes pass through the bunkers ✓ How are they protected ✓
 That 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 Yes. ✓
 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 Yes ✓ 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
 as fitted

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 ✓ What means are provided for cleaning their inner surfaces ✓
 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 ✓
 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?

No.

If so, is a report now forwarded?

✓

PLANS. Are approved plans forwarded herewith for Shafting

(If not, state date of approval)

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

The foregoing is a correct description,

FOR W. & E. HILL, LTD.

Stuma Steel

Manufacturer.

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

1929 Aug. 9. 23. Sep. 2. 10. 13. 17. 19. 23. Oct. 1. 9. 11. 21. 29. 30. Nov. 2. 4. 15.
17.

Dates of Examination of principal parts—Cylinders. ✓ Covers ✓ Pistons ✓ Rods ✓ Connecting rods ✓
Crank shaft ✓ Flywheel shaft ✓ Thrust shaft ✓ Intermediate shafts ✓ Tube shaft ✓
Screw shaft 19/9 Propeller 19/9 Stern tube 13/17/19/9. Engine seatings 9/23/8. 13/9. Engines holding down bolts 9/11/10.
Completion of fitting sea connections. 10/9 Completion of pumping arrangements 30/10. Engines tried under working conditions 30/10. 2/4/15.
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. Yes

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with Yes

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No.

If so, have the requirements of the Rules 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 engines Nos. 5107/8 as stated in the Amsterdam Report No. 11388 have now been fitted on board this vessel in accordance with the rules and approved plans. The material and workmanship were found to be good. Machinery examined under working conditions, certificate of trials herewith. The machinery of this vessel is in my opinion eligible to have class as contemplated, and to have record of L.M.C. 11,29.

The following approved plans are returned herewith:—
Pumping arrangements (2 plans). Shaft brackets, flush in way of shaft brackets.

The amount of Entry Fee ... £ 4 : 0 :
Special ... £ 6 : 6 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :

When applied for,

18 NOV 19

When received,

27.11.29

Committee's Minute

Assigned

George R. Chappell.
Engineer Surveyor to Lloyd's Register of Shipping.



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