

REPORT ON OIL ENGINE MACHINERY.

No. 98838

9 - JUN 1933

Writing Report 7th June 1933 When handed in at Local Office

Port of London

Survey held at Newbury.

Date, First Survey 16-5-33

Last Survey 25th May 1933

Number of Visits 2

on the ^{Single} ~~Turn~~ ^{Triple} ~~Quadruple~~ Screw vessel TugTons ^{Gross}
_{Net}

at Selby

By whom built Cochrane & Sons Ltd.

Yard No. 1114 When built 1933.

made at Glasgow

By whom made British Auxiliary Co. Ltd.

Engine No. 161 When made 1933

SHAFTING
Boilers made at Newbury.

By whom made Plenty 1 Son Ltd.

Boiler No. D/100 When made 1933

Horse Power 360

Owners Mm Gasales & Son Ltd.

Port belonging to

Horse Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

for which vessel is intended

ENGINES, &c.—Type of Engines British Post Office (type M361) 2 or 4 stroke cycle 2 Single or double acting single

pressure in cylinders 700 lb/sq. in. Diameter of cylinders 250 mm Length of stroke 420 mm No. of cylinders 6 No. of cranks

bearings, adjacent to the Crank, measured from inner edge to inner edge 360 mm Is there a bearing between each crank

Revolutions per minute 300 Flywheel dia. 900 mm Weight 680 Kg. Means of ignition Kind of fuel used

Crankshaft, dia. of journals as per Rule as fitted Crank pin dia. Crank Webs Mid. length breadth Mid. length thickness Thickness parallel to axis shrunk Thickness around eyehole

Main Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted 4 3/4" Thrust Shaft, diameter at collars as per Rule as fitted

Screw Shaft, diameter as per Rule as fitted 4 9/16" Is the shaft fitted with a continuous liner No. liners.

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

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 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 Newark Length of Bearing in Stern Bush next to and supporting propeller 23"

Pitch 3'-9" No. of blades 3 Material C.I. whether Moveable Solid Total Developed Surface 12.5 sq. feet

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

insulating material If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

Water Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

connected to the Main Bilge Line { No. and Size
How driven

Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size

Independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

No. and size:—In Machinery Spaces In Pump Room

&c.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

The Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Are the Bilge Suctions in the Machinery Spaces

easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

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

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

How are they protected Have they been tested as per Rule

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This Report concerns Two lengths of intermediate shaft, propeller shaft, propeller worked from

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Foundation

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

4c.

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

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.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building
During progress of work in shops -- 1933 May, 15th & 25th = 2 visits.
During erection on board vessel --
Total No. of visits

Dates of Examination of principal parts—Cylinders — Covers — Pistons — Rods — Connecting rods —

Crank shaft — Flywheel shaft — Thrust shaft — 2 Intermediate shafts 25/5/33 Tube shaft —

Screw shaft 15/5/33 Propeller 15/5/33 Stern tube 15/5/33 Engine seatings — Engines holding down bolts —

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

Crank shaft, Material — Identification Mark — Flywheel shaft, Material — Identification Mark —

Thrust shaft, Material — Identification Mark — Intermediate shafts, Material 2.2. Steel Identification Marks —

Tube shaft, Material — Identification Mark — Screw shaft, Material 2.2. Steel 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 If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c. Workman ship good.

These two lengths of intermediate shafting, propeller and propeller shaft, and the tube have been examined finished. They have been made at works approved by the Committee & tested as required by the Rules and have now been dispatched to Selby for fitting onboard.

Attached hereto.. 2 approved plans of intermediate & propeller shafts, and one forging certificate for same.

£29. Due to be charged by Glasgow

Office 1/5 London. Due to be paid 26/5/33 to Glasgow.

The amount of Entry Fee (per) £ 5 : 16 : 0 When applied for, 26/5/33
Special ... charged on 26/5/33
Donkey Boiler Fee ... £ : : : When received, 19
Travelling Expenses (if any) £ 1 : 6 : 0

Committee's Minute WED. 9 AUG 1933

Assigned

See F.C. Rpt.

Geo. A. Lamb
Engineer Surveyor to Lloyd's Register of Shipping



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Foundation

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