

Rpt. 4b.

## REPORT ON OIL ENGINE MACHINERY.

No. 95774

Received at London Office 1 DEC 1930

Date of writing Report 26<sup>th</sup> Nov 1930 When handed in at Local Office

Port of LONDON

No. in Survey held at  
Reg. Book.

FAVERSHAM

Date, First Survey 1<sup>st</sup> AUG 1930 Last Survey 12<sup>th</sup> Nov 1930

Number of Visits 7

Single  
Triple  
Quadruple  
Screw vessel

ITACA III

Tons { Gross 106.86  
Net 62.76

Built at FAVERSHAM

By whom built JAMES POLLOCK SONS &amp; CO. LTD. Yard No. 1386 When built 1930

Engines made at STOCKHOLM

By whom made J. &amp; C. G. BOLINDER CO., LTD. Engine No. 23611/12 When made 1930

Donkey Boilers made at

By whom made

Boiler No. When made

Brake Horse Power 120

Owners ITACA COMPANIA ARGENTINA PARA LA ELABORACION DE PRODUCTOS PETROLIFEROS SOCIEDAD ANONIMA

Nom. Horse Power as per Rule 2460

Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES.

Trade for which vessel is intended A BARGE CARRYING PETROLEUM IN PORTABLE TANKS FOR RIVER AND HARBOUR SERVICE ONLY.

## L ENGINES, &amp;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

Distance 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.

Means of ignition

Kind of fuel used

Crank Shaft, dia. of journals

as per Rule

as fitted

Crank pin dia.

Crank Webs

Mid. length breadth

Thickness parallel to axis

Flywheel Shaft, diameter

as per Rule

as fitted

Intermediate Shafts, diameter

as per Rule

as fitted

Thrust Shaft, diameter at collars

as per Rule

as fitted

Main Shaft, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

Is the screw shaft fitted with a continuous liner

No

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

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 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

If so, state type RUBBER RING PRESSES BRONZE RING ON STEER TUBE Length of Bearing in Stern Bush next to and supporting propeller 17"

Propeller, dia. 4'-2"

Pitch 2'-11"

No. of blades THREE

Material BRONZE

whether Moveable SOLID

Total Developed Surface 6

sq. feet

Method of reversing Engines DIRECT REVERSIBLE

Is a governor or other arrangement fitted to prevent racing of the engine when declutched YES

Means of lubrication

LUBRICATING

Thickness of cylinder liners NONE FITTED

Are the cylinders fitted with safety valves NO

Is the exhaust (LOWER) silencer

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 LED UP FUNNEL

Cooling Water Pumps, No. ONE, DRIVEN FROM MAIN ENG. 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. ONE Diameter 100 mm Stroke 100 mm Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and Size ONE MAIN AND ONE AUXILIARY (ROTARY TYPE - 15.5 TONS/H.R. CAPACITY)

How driven MAIN ENGINE DRIVEN AND AUXILIARY ENGINE DRIVEN

Lubricating Oil Pumps, including Spare Pump, No. and size NUMBER, WORKED FROM ENG.

Are two independent means arranged for circulating water through the Oil Cooler

Pumps, No. and size:—In Machinery Spaces ONE 2" BRANCH AND ONE 2" DIRECT. In Pump Room

In Holds, &amp;c. 2-2" POWER SUCTION IN HOLD, 2" HAND PUMP SUCTION IN FORE &amp; AFT CATERPILLARS AND FORE PEAK.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size ONE 2" BORE.

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes YES.

Are the Bilge Suctions in the Machinery Spaces

and from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges NO, NOT PRACTICABLE - STRUMS.

Are all Sea Connections fitted direct on the skin of the ship YES.

Are they fitted with Valves or Cocks COCKS

Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates YES.

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

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 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 NONE

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. NONE

No. of stages

Diameters

Stroke

Driven by

Auxiliary Air Compressors, No. ONE

No. of stages SINGLE

Diameters CAPT: 12 6/11

Stroke

Driven by AUXY. OIL ENGINE

Small Auxiliary Air Compressors, No. NONE

No. of stages

Diameters

Stroke

Driven by

Scavenging Air Pumps, No. NONE

Diameter

Stroke

Driven by

Auxiliary Engines crank shafts, diameter

as per Rule

as fitted ONE STANDARD BOLINDER ENGINE

No.:

Position — PORT, FORWARD, ENGINE ROOM.

ONE CYLINDER 190 mm dia x 210 mm ST.

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule YES

Can the internal surfaces of the receivers be examined and cleaned YES

Is a drain fitted at the lowest part of each receiver YES.

High Pressure Air Receivers, No. NONE

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. 2- MAIN ENGINE

Total cubic capacity 307 LITRES

Internal diameter

284 mm

thickness

8 mm x 3/8"

Seamless, lap welded or riveted longitudinal joint

Material S.M. STEEL

Range of tensile strength 36 kg/mm<sup>2</sup> (41N)

Working pressure

Actual 27.6 kg/cm<sup>2</sup>

Seamless, lap welded or riveted longitudinal joint

Material S.M. STEEL

Range of tensile strength 36 kg/mm<sup>2</sup> (41N)

Working pressure

Actual 14"



IS A DONKEY BOILER FITTED? **No**

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 (If not, state date of approval)

**Yes, 27/6/30 Receivers Yes**

Separate Tanks **Yes, 31/7/30 + 24**

Donkey Boilers ☒

General Pumping Arrangements **Yes, 31/7/30**

Oil Fuel Burning Arrangements ☒

### SPARE GEAR.

Has the spare gear required by the Rules been supplied? ☒

State the principal additional spare gear supplied

- |                                       |                                   |                              |
|---------------------------------------|-----------------------------------|------------------------------|
| 1- Set piston rings for one cylinder, | 2- Starting Valve Spindles        | For Air Compressor           |
| 1- Ignition Bolt                      | 2- Cais & Belge pump, Suet Valves | 1- Set Big End bearings      |
| 1- Cylinder Head                      | 2- " " " " " " " "                | 1- Set Small " " " "         |
| 1- Piston with Rings                  | 2- Bottom end bearing bolts       | 1- Gudgeon pin               |
| 1- Injection Valve                    | 2- Gudgeon pin bearing bolts      | 2- Conn. Rod bolts & nuts    |
| 1- Top end bearing                    | 1- Propeller (Cast Iron)          | 1- Set piston Rings          |
| 2- Suet Pump discharge Valves         | 1- Screw Shaft.                   | 1- Set. Suet & Disch. Valves |
| 2- " " Suet. " "                      |                                   |                              |
| 1- Pair Bell. End Bearings            |                                   |                              |
| 1- Gudgeon pin                        |                                   |                              |

The foregoing is a correct description.

*James Pollock Sons & Co Ltd* Manufacturer. *J.W.H.*

Dates of Survey while building  
During progress of work in shops - - **Aug. 1<sup>st</sup> & 20<sup>th</sup>, Oct 6<sup>th</sup>.**  
During erection on board vessel - - **Nov. 3<sup>rd</sup>, 10<sup>th</sup>, & 12<sup>th</sup>.**  
Total No. of visits **7**

Dates of Examination of principal parts—Cylinders	<input checked="" type="checkbox"/>	Covers	<input checked="" type="checkbox"/>	Pistons	<input checked="" type="checkbox"/>	Rods	<input checked="" type="checkbox"/>	Connecting rods	<input checked="" type="checkbox"/>
Crank shaft	<input checked="" type="checkbox"/>	Flywheel shaft	<input checked="" type="checkbox"/>	Thrust shaft	<input checked="" type="checkbox"/>	Intermediate shafts	<input checked="" type="checkbox"/>	Tube shaft	<input checked="" type="checkbox"/>
Screw shaft	<b>1-8-30</b>	Propeller	<b>20-8-30</b>	Stern tube	<b>6-10-30</b>	Engine seatings	<b>3-11-30</b>	Engines holding down bolts	<b>3-11-30</b>
Completion of fitting sea connections	<b>10-11-30</b>	Completion of pumping arrangements	<b>3/11/30</b>	Engines tried under working conditions	<b>10/11/30</b>				
Crank shaft, Material	<input checked="" type="checkbox"/>	Identification Mark	<input checked="" type="checkbox"/>	Flywheel shaft, Material	<input checked="" type="checkbox"/>	Identification Mark	<input checked="" type="checkbox"/>		
Thrust shaft, Material	<input checked="" type="checkbox"/>	Identification Mark	<input checked="" type="checkbox"/>	Intermediate shafts, Material	<input checked="" type="checkbox"/>	Identification Marks	<input checked="" type="checkbox"/>		
Tube shaft, Material	<input checked="" type="checkbox"/>	Identification Mark	<input checked="" type="checkbox"/>	Screw shaft, Material	<b>S.N.S</b>	Identification Mark	<input checked="" type="checkbox"/>		

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 **Yes**.

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo **Yes, PORTABLE TANKS**. If so, have the requirements of the Rules been complied with **Yes**.

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

General Remarks (State quality of workmanship, opinions as to class, &c. **These engines which are constructed under Special Survey (Stockholm Report No 3308) have been securely fitted in the Vessel, the workmanship being good, and tried under working conditions and found satisfactory.**

In our opinion this Vessel is eligible to have notation **+L.M.C. 11,30** in the Register Book.

**NOTE:- This Vessel is being placed on board the T.S.S. BELJEANNE at Sheerness for shipment to Buenos Aires.**

The amount of Entry Fee .. £ **2 : 0 : 0** When applied for, **2 DEC 1930**  
Special ... .. £ **6 : 0 : 0**  
Donkey Boiler Fee ... .. £ **✓ : ✓ : ✓** When received, **13/12/30**  
Travelling Expenses (if any) £ **7 : 9 : 4**

Committee's Minute

Assigned

**+ Lmb 11.30 O.G. Oil Eng**

TUE. 17 FEB 1931

CERTIFICATE WRITTEN.



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