

REPORT ON OIL ENGINE MACHINERY.

No. 95774

Received at London Office 1 DEC 1930

Date of writing Report 26th Nov 1930 When handed in at Local Office

Port of LONDON

No. in Survey held at FAVERSHAM

Date, First Survey 1st AUG 1930 Last Survey 12th Nov 1930

Reg. Book. on the ^{Single} ~~Triple~~ ~~Quadruple~~ Screw vessel

ITACA III

Tons { Gross 106.86
Net 62.76

Built at FAVERSHAM By whom built JAMES POLLOCK SONS & CO. LTD. Yard No. 1386 When built 1930

Engines made at STOCKHOLM By whom made J. & C. G. BOLINDER CO, LTD. Engine No. 23611/When made 1930

Donkey Boilers made at By whom made Boiler No. When made

Brake Horse Power 120 Owners "ITACA" COMPANIA ARGENTINA PARALA ELABORACION DE PRODUCTOS PETROLIFEROS SOCIEDAD ANONIMA Port belonging to BUENOS AIRES.

Nom. Horse Power as per Rule 246 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, &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 Mid. length thickness Thickness parallel to axis shrunk Thickness around eyehole

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

Propeller Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted 4.05" 4.18" 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

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 fitted to prevent racing of the engine when declutched YES Means of lubrication

Special Lubrication Thickness of cylinder liners NONE FITTED Are the cylinders fitted with safety valves No Is the exhaust 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/HR CAPACITY) How driven MAIN ENGINE DRIVEN AND AUXILIARY ENGINE DRIVEN

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

Are there 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 ONE 2" BRANCH AND ONE 2" DIRECT. In Pump Room

in Holds, &c. 2-2" POWER SUCTS. IN HOLD, 2" HAND PUMP SUCTS. IN FORE & AFT COPPERDAMS 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 YES

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 MIN 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 ONE CYLINDER 190 mm dia x 210 mm ST. Position - PART. FORWARD. ENGINE ROOM.

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

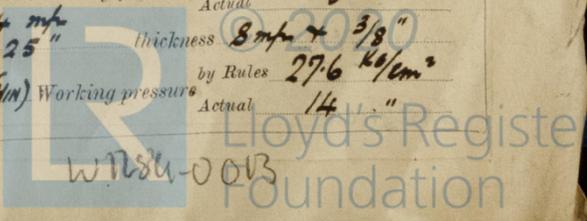
High Pressure Air Receivers, No. NONE Cubic capacity of each Internal diameter thickness

Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules Actual

Starting Air Receivers, No. 2- MAIN ENGINE. Total cubic capacity 307 LITRES Internal diameter { 284 mm & 14.25" thickness 8 mm & 3/8" by Rules 27.6 kg/cm² Working pressure Actual 14

Seamless, lap welded or riveted longitudinal joint { LAP WELDED SOLID DRAWN Material S.M. STEEL Range of tensile strength 36 kg/mm² (41N) Working pressure Actual

SEE STOCKHOLM REPORT NO 3308



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

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. 1st + 20th, Oct 6th.**
- During erection on board vessel - - **Nov^r 3rd, 10th, & 12th.**
- Total No. of visits **7**

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

Crank shaft ✓ Flywheel shaft ✓ Thrust shaft ✓ Intermediate shafts ✓ Tube shaft ✓

Screw shaft **1-8-30** Propeller **20-8-30** Stern tube **6-10-30** Engine seatings **3-11-30** Engines holding down bolts **3-11-30**

Completion of fitting sea connections **10-11-30.** Completion of pumping arrangements **3/11/30.** Engines tried under working conditions **10/11/30.**

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 **S.M.S** Identification Mark **Working 46006 E. 877.E. A.C.C. 18-80**

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.

Special £ **6** : 0 : 0 **2 DEC 1930**

Donkey Boiler Fee £ ✓ : ✓ : ✓ When received.

Travelling Expenses (if any) £ **7** : 9 : 4 **13/12/30**

Committee's Minute

Assigned

TUE. 9 DEC 1930
+ Lmb 11.30 O.G. Oil Dept

TUE. 17 FEB 1931

CERTIFICATE WRITTEN.



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