

REPORT ON OIL ENGINE MACHINERY.

No. 101846

3-SEP 1935

Received at London Office

Date of writing Report 15th May 1935 When handed in at Local Office 3-SEP 1935 Port of London
No. in Survey held at London Date, First Survey 23rd Oct 1934 Last Survey 12th May 1935
Reg. Book. 14777 on the Single Triple Quadruple Screw vessel "SIR JOHN" Tons Gross 83 Net 116
Built at London By whom built Humphrey & Grey (Lighters) 50 Yard No. 40 When built 1935-
Engines made at Glasgow By whom made British Columbia 50 Engine No. 189 When made 1935-
Donkey Boilers made at ✓ By whom made ✓ Boiler No. ✓ When made ✓
Brake Horse Power 500 Owners Humphrey & Grey (Lighters) 1st Port belonging to London
Nom. Horse Power as per Rule 125 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
Trade for which vessel is intended Young's Pulp

OIL ENGINES, &c.—Type of Engines British Polar Diesel 2 or 4 stroke cycle 2 Single or double acting Single
Maximum pressure in cylinders ✓ Diameter of cylinders ✓ Length of stroke ✓ No. of cylinders ✓ No. of cranks ✓
Mean Indicated Pressure ✓ See particular See Glasgow R/R No 55388 Is there a bearing between each crank ✓
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge ✓
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 ✓ shrunk Thickness around eyehole ✓
Flywheel Shaft, diameter as per Rule ✓ Intermediate Shafts, diameter as per Rule 6" approved Thrust Shaft, diameter at collars as per Rule 145 7/8
as fitted ✓ as fitted 7" as fitted 260 1/2
Tube Shaft, diameter as per Rule ✓ Screw Shaft, diameter as per Rule 7" approved Is the { tube } shaft fitted with a continuous liner { no }
as fitted ✓ as fitted 7"
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 ✓ 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
shaft yes If so, state type ✓ Length of Bearing in Stern Bush next to and supporting propeller 36"
Propeller, dia. 7'-2" Pitch 5'-0 3/4" No. of blades 3 Material CI whether Moveable no Total Developed Surface 19.6 sq. feet
Method of reversing Engines Cap dia Is a governor or other arrangement fitted to prevent racing of the engine when disengaged yes Means of lubrication
✓ Thickness of cylinder liners ✓ Are the cylinders fitted with safety valves yes 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 ✓
Cooling 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 ✓ Stroke ✓ Can one be overhauled while the other is at work ✓
Pumps connected to the Main Bilge Line { No. and Size One @ 90% Dia x 140 7/8 stroke one "Buxalone"
How driven main engine Aux. Oil Eng.
Is the cooling water led to the bilges no If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping
arrangements ✓
Ballast Pumps, No. and size ✓ Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2 @ 2750 gal per hour
Are two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
Pumps, No. and size:—In Machinery Spaces 2 @ 3" In Pump Room ✓
Holds, &c. 2 @ 3"
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 3"
Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes Are the Bilge Suctions in the Machinery Spaces
from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges no
Are all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks valves
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 ✓
Do all pipes pass through the bunkers none How are they protected ✓
Do all pipes pass through the deep tanks ✓ Have they been tested as per Rule ✓
Capacity of 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 the vessel is 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. One No. of stages 2 Diameters 17 1/2 x 70 7/8 Stroke 3.507 Driven by Main Engine
Auxiliary Air Compressors, No. One No. of stages 2 Diameters 40 cf in min. Stroke ✓ Driven by Oil Engine
All Auxiliary Air Compressors, No. ✓ No. of stages ✓ Diameters ✓ Stroke ✓ Driven by ✓
Engaging Air Pumps, No. ✓ Diameter ✓ Stroke ✓ Driven by ✓
Auxiliary Engines crank shafts, diameter as per Rule See Stockholm R/R No 55388 39.85
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 and cleaned

Is a drain 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

Actual

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

Actual

IS A DONKEY BOILER FITTED?

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)

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

1. Piston complete

1 cylinder cover

2 Fuel Valves

2 Starting Valves

2 sets internal parts for fuel pump

1 set piston rings

2 top end bolts & nuts

2 bottom end bolts & nuts

1 set connecting bolts

1 set H.P. & L.P. compressor rings

one set scavenge pump & rings

2 sets compressor valves

2 sets fuel pump valves

2 sets bilge pump valves

2 sets scavenge pump valves

2 sets circulating pump valves

2 lengths fuel valve pipe

2 standard relief valves

assorted bolts & nuts

springs gaskets &c

FOR MESSRS. HUMPHREY & GREY, (LIGHTERAGE) LTD.

The foregoing is a correct description,

P. Phillips

CHIEF ENGINEER.

Manufacturer.

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

Oct 1934. 23rd 1935. Jan 11. 14. 23 Feb 4. 28 MAR 18 APR 9. MAY 7. 21 JUNE 17 AUG 7. 12. 13.

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

Crank shaft Flywheel shaft Thrust shaft Intermediate shafts 14.1.35 Tube shaft

Screw shaft 14.1.35 Propeller 7.8.35 Stern tube 14.1.35 Engine seatings 23.9.35 Engines holding down bolts 18.3.35

Completion of fitting sea connections 11.1.35 Completion of pumping arrangements 12.8.35 Engines tried under working conditions 12.8.35

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

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 yes If so, state name of vessel "JOHN WILSON"

General Remarks (State quality of workmanship, opinions as to class, &c. The main and auxiliary machinery

have been efficiently installed on board, the materials and

workmanship were found sound and good. On completion

of fitting out, the machinery was tried under full power

working conditions and found satisfactory.

The machinery of this vessel is eligible in my opinion to

be classed in the Register Book and to have notation of

+LMC 8.35. OG. OIL ENG.

The amount of Entry Fee .. £ : : When applied for,

Special ... £ : : 19.

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

Travelling Expenses (if any) £ : : 19.

Committee's Minute

Assigned

4 LMC 8.35

OG. oil eng.

FRI. 6 SEP 1935

© 2021

Lloyd's Register

Foundation