

REPORT ON OIL ENGINE MACHINERY.

No. 47358

Date of writing Report 29/11/27

When handed in at Local Office 30/11

1927 Port of

Received at London Office

- 7 DEC -

No. in Survey held at

Glasgow

Date, First Survey 18th June 1927Last Survey 28th Nov 1927

Reg. Book.

Single
on the Twin
Triple
Quadruple

Screw vessel

M. V. British Renovation
Messrs Richardsons Westgarth & Co. Ltd. No. 2659. 2 off.

Number of Visits 5

Tons { Gross
NetBuilt at Sunderland
Auxiliary Engines made at Bethcart

By whom built

Sir J. Laming & Sons Ltd

Yard No. 700

When built

1928.

By whom made

G. & J. Weir.

Engine No. 83318

When made

1927

Donkey Boilers made at

By whom made

Boiler No.

When made

Brake Horse Power 90

Owners

Nom. Horse Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes

Port belonging to

Is Electric Light fitted

Trade for which vessel is intended

Auxiliary

OIL ENGINES, &c.—Type of Engines

Solid Injection.

Maximum pressure in cylinders

540 lbs/sq. in.

Diameter of cylinders

11 1/4"

Length of stroke

15 1/4"

2 or 4 stroke cycle 2

Single or double acting

Single

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge

13 5/8"

No. of cylinders 2

No. of cranks 3

Revolutions per minute 300

Flywheel dia.

4'-8"

Weight

6430 lbs.

Means of ignition Compression

Where a bearing between each crank

Yes.

Crank Shaft, dia. of journals as per Rule

5 7/8"

Crank pin dia.

6 1/4"

Crank Webs

Mid. length breadth

8 1/2"

Kind of fuel used Diesel

as fitted

6 1/4"

as per Rule

as fitted

as per Rule

Mid. length thickness

7 1/2"

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

Tube Shaft, diameter as per Rule

as fitted

Screw Shaft, diameter as per Rule

as fitted

Is the tube

screw

Is the after end of the liner made watertight in the

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 tr

the space is filled with a plastic material insub in water and non-corrosive

If two liners are fitted, is the shaft lapped or protected by

length of Bearing in Stern Bush

next to and supporting propeller

Is an approved Oil Gland or other appliance fitted at the after

end of the tube shaft

of blades

Material

whether Moveable

Total Developed Surface

sq. feet

Pumps connected to the Main Bilge Line

No. and Size

How driven

Lubricating Oil Pumps

Are the exhaust pipes and silencers water cooled or lagged with

Suctions, connected to the

Ballast Pumps, No. and size

In Machinery Spaces

Are two independent means arranged for circulating water through the

Oil Cooler

Are the exhaust pipes and silencers water cooled or lagged with

Suctions, connected to the

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

Are all the Bilge Suction pipes in Holds and Tunnel

filled with steam-boxes

Are the Bilge Suctions in the Machinery Spaces

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

Are they fitted with Valves or Cocks

Are the Overboard Discharges above or below the deep water line

Are the Blow Off Cocks fitted with a spigot and brass covering plate

How are they protected

Have they been tested as per Rule

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

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

at pipes pass through the bunkers

at pipes pass through the deep tanks

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings

accessible at all times

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

worked from

wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

in Air Compressors, No.

No. of stages

Auxiliary Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

All Auxiliary Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

Lubricating Air Pumps, No.

Diameter

Stroke

Driven by

Driven by Diesel

Auxiliary Engines crank shafts, diameter as per Rule

as fitted

Diameter

Stroke

Driven by

Driven by Diesel

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

What means are provided for cleaning their inner surfaces

Are the internal surfaces of the receivers be examined

Are there a drain arrangement fitted at the lowest part of each receiver

Pressure Air Receivers, No.

Cubic capacity of each

Internal diameter

thickness

Range of tensile strength

Working pressure by Rules

Internal diameter

thickness

Range of tensile strength

Working pressure by Rules

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Working pressure by Rules

Internal diameter

thickness

Range of tensile strength

Working pressure

IS A DONKEY BOILER FITTED?

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

1- Cylinder Relief Valve.

1- Circulating Pump Suct. Valve.

1- Fuel Injection Valve.

1- Circulating Pump Disch. Valve.

1- Air Starting Valve.

1- Lubricating Oil Pump Plunger.

1- Fuel Valve.

8- Cylinder Cover Studs and Nuts.

1- Set Piston Rings

3- 5 feet lengths fuel piping.

2- Conn. Rod Top End bolts & nuts

1- Set of Sealing Rings.

2- Conn. Rod Bottom End bolts and nuts.

2- Governor Springs.

2- Main Bearing Bolts and nuts.

1- Fuel Injection Needle Valve and Guide.

1- Group Scavenge Pump Suct. & Disch. Valves.

2- Glass Tubes for Water Flow Indicator.

1- Fuel Pump Plunger

Assorted Bolts and Nuts.

1- Fuel Pump Barre

2- Fuel Pump Valve

Generator Spares.

1 Set Brushes.

1 Line Brush holders.

1 Bearing Liner.

The foregoing is a correct description.

For G. & J. Weir, Ltd.

Manufacturer.

Dates of Survey while building { During progress of work in shops - - 1927 June 1827 July 4 Oct 13 Nov 28
During erection on board vessel - - -
Total No. of visits 5

Dates of Examination of principal parts - Cylinders 18-6-27 21-6-27 18-6-27 18-6-27 18-6-27
Crank shaft 18-6-27 21-6-27 Flywheel shaft 18-6-27 21-6-27 Thrust shaft 18-6-27 21-6-27 Identification Mark
Screw shaft 18-6-27 21-6-27 Propeller 18-6-27 21-6-27 Stern tube 18-6-27 21-6-27

Completion of fitting sequences 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

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.) These Auxiliary diesel engines have been built under special survey. The workmanship and materials are good. They were examined while working on the test bed and found satisfactory. The materials have been tested in accordance with the rules

The amount of Entry Fee ... £ 12-0-0

Special ... £ :

Donkey Boiler Fee ... £ :

Travelling Expenses (if any) £ :

When applied for

MONTHLY ACCOUNT

When received,

Committee's Minute GLASGOW 6-DEC 1927

Assigned Transmitt to London

J. Chaudry, G. E. Murdoch.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 1 MAY 1928

Assigned

See 1st apt. attached



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