

## REPORT ON OIL ENGINE MACHINERY.

No. 106790

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Date of writing Report Nov. 24/38 When handed in at Local Office Nov. 24/38Port of LondonNo. in Survey held at Hewbury  
Reg. Book.Date, First Survey 12 AUGUST 1937 Last Survey 19 DECEMBER 1938Number of Visits 28Single  
on the Triple Screw vessel  
Quadruple

M.V. "FRED EVERARD"

Tons { Gross 190  
Net 150 104.51.

Built at Garnanth By whom built Sellawes & Co. Ltd Yard No. 1 When built 1926-10  
Engines made at Hewbury By whom made Hewbury Diesel Co. Ltd Engine No. 698 When made 1938  
Donkey Boilers made at ✓ By whom made ✓ Boiler No. ✓ When made ✓  
Brake Horse Power 200 Owners F. Everard & Co. Ltd Port belonging to ✓  
Nom. Horse Power as per Rule 63 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes  
Trade for which vessel is intended ✓ 9 7/16 13 9/16

IL ENGINES, &c. — Type of Engines Airless Inject. Heavy Diesel or 4 stroke cycle Single no Double no  
Maximum pressure in cylinders 800 lb/sq. in. Diameter of cylinders 240 mm Length of stroke 345 mm No. of cylinders 4 No. of cranks 4  
Mean Indicated Pressure ✓  
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 321 mm Is there a bearing between each crank yes  
Revolutions per minute 330 Flywheel dia. 820 mm Weight 1918 lb. Means of ignition Compressor Kind of fuel used Heavy Oil  
Crank Shaft, { Solid forged ✓ as per Rule 948 Crank pin dia. 150 mm Crank Webs Mid. length breadth 200 mm Thickness parallel to axis ✓  
{ Semi built ✓ as fitted 150 mm Mid. length thickness 83 mm Thickness around eyehole ✓  
{ All built ✓  
Flywheel Shaft, diameter as per Rule ✓ as fitted Thrust Shaft Intermediate Shafts, diameter as per Rule ✓ as fitted ✓ Thrust Shaft, diameter at collars as per Rule 123 mm as fitted 130 mm  
Tube Shaft, diameter as per Rule ✓ as fitted ✓ Screw Shaft, diameter as per Rule ✓ as fitted 4 1/2" Is the { tube ✓ 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 shaft yes If so, state type Newark Length of Bearing in Stern Bush next to and supporting propeller 2'-1"  
Propeller, dia. 4 ft Pitch 4 ft No. of blades 3 Material P. Bronze whether Moveable no Total Developed Surface 8 3/4 sq. feet  
Method of reversing Engines Suction Air Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication Oil Pump  
Thickness of cylinder liners 25 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting material ✓  
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. 2-110 x 55 mm 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 110 mm Stroke 55 mm Can one be overhauled while the other is at work ✓  
Pumps connected to the Main Bilge Line { No. and Size One - 2 1/4 T/hr.  
{ How driven Diesel engine  
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 One - 2 1/4 T/hr. Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2-9 galls. per min.  
Are two independent means arranged for circulating water through the Oil Cooler no Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps, No. and size: — In Machinery Spaces 3-2 1/2" In Pump Room 2-2 1/2"  
Holds, &c. 2-2 1/2"  
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One - 2 1/2"  
Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes Are the Bilge Suctions in the Machinery Spaces yes  
ed from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges. yes  
Are all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks yes  
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 none How are they protected ✓  
What pipes pass through the deep tanks none 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 ✓ 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. One No. of stages One Diameters 110 mm Stroke 80 mm Driven by Main Engines  
Auxiliary Air Compressors, No. One No. of stages 2 Diameters 93 mm Stroke 52 mm Driven by Aux. Engine  
Small Auxiliary Air Compressors, No. One No. of stages 2 Diameters 93 mm Stroke 52 mm Driven by Aux. Engine  
What provision is made for first Charging the Air Receivers Auxiliary Engine (hand starting)  
Scavenging Air Pumps, No. One S.A. Diameter 435 mm Stroke 300 mm Driven by Main Engine  
Auxiliary Engines crank shafts, diameter as per Rule As approved as fitted 62 mm No. ✓ Position Port side of E.R.  
Have the Auxiliary Engines been constructed under special survey yes Is a report sent herewith yes



AIR RECEIVERS:—Have they been made under survey *yes*  
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*  
Injection Air Receivers, No. *None* Cubic capacity of each *None* Internal diameter *None* thickness *None*  
Seamless, lap welded or riveted longitudinal joint *✓* Material *None* Range of tensile strength *None* Working pressure *None*  
Starting Air Receivers, No. *Two* Total cubic capacity *26 cu ft.* Internal diameter *1'-4"* thickness *1/2"*  
Seamless, lap welded or riveted longitudinal joint *Riveted* Material *Steel* Range of tensile strength *None* Working pressure *Actual 400 lbs.*  
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) *26/4/37*  
Donkey Boilers *✓* General Pumping Arrangements *20/6/38* Pumping Arrangements in Machinery Space *20/6/38*  
Oil Fuel Burning Arrangements *✓* SPARE GEAR.  
Has the spare gear required by the Rules been supplied *yes*  
State the principal additional spare gear supplied *As per attached list.*

The foregoing is a correct description.  
For & on behalf of  
THE NEWBURY DIESEL CO. LTD.  
Manufacturer.

Dates of Survey while building  
During progress of work in shops - 1937: Aug 12, Nov 3, 9, 15, 23, Dec 7, 14.  
During erection on board vessel - 10/11/38, Nov 18, 22, Dec 1, 7, 12, 14, 19  
Total No. of visits *28*  
Dates of Examination of principal parts—Cylinders *3/11/37* Covers *3, 9, 11/37* Pistons *16/11/37* Rods *16/11/37* Connecting rods *22/6/37, 3/11/37*  
Crank shaft *9/11/37* Flywheel shaft *✓* Thrust shaft *16/11/37* Intermediate shafts *✓* Tube shaft *✓*  
Screw shaft *9/11/38* Propeller *9/11/38* Stern tube *9/11/38* Engine sealings *9/11/38* Engines holding down bolts *9/12, 12/12/38*  
Completion of fitting sea connections *12-12-38* Completion of pumping arrangements *12-12-38* Engines tried under working conditions *19-12-38*  
Crank shaft, Material *O.H.I. Steel* Identification Mark *No. 71 12/9/37 T.N.B.* Flywheel shaft, Material *✓* Identification Mark *✓*  
Thrust shaft, Material *O.H.I. STEEL* Identification Mark *163 T.N.B. 20/9/37* Intermediate shafts, Material *✓* Identification Marks *✓*  
Tube shaft, Material *✓* Identification Mark *✓* Screw shaft, Material *F.I. Steel* Identification Mark *✓*  
Identification Marks on Air Receivers  
*LLOYD'S No 601 Hyd. Test 600 LBS W.P. 400 lbs. H.M.C. 5/9/38*  
*LLOYD'S No 602 Hyd. Test 600 LBS W.P. 400 LBS. H.M.C. 5/9/38*

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 *✓*  
Is 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.)  
*The above engine has been constructed to approved plan and under special survey, the steel forgings made at works approved by the Committee.*  
*The materials are sound & the workmanship good.*

*This machinery has now been securely fitted onboard vessel and has been tried under full working conditions with satisfactory results and is eligible in our opinion to remain as classed with the record of Survey No. L.M.C. 12-38, Oil Engines, in the Register Book.*

The amount of Entry Fee *£ 2*  
Special *£ 12*  
Donkey Boiler Fee *£ 3*  
Travelling Expenses (if any) *£ 3*  
Committee's Minute *TUE 7 FEB 1939*

Assigned *+ L.M.C. 12-38*  
*Oil Eng. 09*  
*+ M.E. 12-38*  
CERTIFICATE WRITTEN

J. L. Smith & J. Micholas.  
Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation