

REPORT ON OIL ENGINE MACHINERY.

No. 10750

Received at London Office

28 DEC 1931

Date of writing Report 19 When handed in at Local Office 24 Dec. 31 Port of Belfast
 No. in Survey held at Belfast Date, First Survey 3rd Oct. 1930 Last Survey 12th Dec. 1931
 Reg. Book. Number of Visits 50

on the ^{Single} Twin ^{Triple} Screw vessel "CONUS."
 Built at Belfast By whom built Workman, Belfast (1928) Ltd. Yard No. 518. When built 1931.
 Engines made at Wallsend By whom made North Eastern Marine Engineering Co. Ltd. Engine No. 2712 When made 1931.
 Donkey Boilers made at Belfast By whom made Workman, Belfast (1928) Ltd. Boiler No. 518. When made 1931.
 Brake Horse Power 4000 Owners Anglo Saxon Petroleum Co. Port belonging to London.
 Nom. Horse Power as per Rule 714 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes.
 Trade for which vessel is intended

IL ENGINES, &c.—Type of Engines Wicksport, supercharged. 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 ☒
 Span 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. ☒ 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 ☒ Thrust Shaft, diameter at collars ☒ as fitted ☒
 as fitted ☒ as fitted ☒ as fitted ☒ as fitted ☒
 Tube Shaft, diameter ☒ as per Rule ☒ Screw Shaft, diameter ☒ as per Rule ☒ Is the after end of the liner made watertight in the
 as fitted ☒ as fitted ☒ as fitted ☒ as fitted ☒ as fitted ☒
 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 ☒ as fitted ☒ 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 ☒ If so, state type ☒ Length of Bearing in Stern Bush next to and supporting propeller 14.10 m/m.
 Propeller, dia. 13'-3 1/2" Pitch 10'-4" No. of blades 4 Material Bronze whether Moveable No. Total Developed Surface 53 sq. feet
 Method of reversing Engines ☒ Is a governor or other arrangement fitted to prevent racing of the engine when declutched ☒ Means of lubrication
☒ Thickness of cylinder liners ☒ Are the cylinders fitted with safety valves ☒ 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. ☒ Is the sea suction provided with an efficient strainer which can be cleared within the vessel ☒
 Bilge Pumps worked from the Main Engines, No. 4 ☒ Diameter ☒ Stroke ☒ Can one be overhauled while the other is at work ☒
 Pumps connected to the Main Bilge Line { No. and Size 2 @ 8" x 8" x 10" Duplex Steam. How driven Steam. } 2 @ 3 1/2" H. +
 Ballast Pumps, No. and size 2 @ 8" x 8" x 10" Duplex Steam. Lubricating Oil Pumps, including Spare Pump, No. and size 1-6 1/2" x 10" duplex steam.
 Are 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 3-3 1/2" In Pump Room ☒
 In Holds, &c. ☒ CARDS PUMP RM. 3 1/2" x 8"
 FROM INDEPENDENT PUMP
 IN PUMP RM.
 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-6 1/2" 1-6" 1-3"
 Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes ☒ Are the Bilge Suctions in the Machinery Spaces
 led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges ☒
 Are all Sea Connections fitted direct on the skin of the ship ☒ Are they fitted with Valves or Cocks ☒
 Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates ☒ 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 ☒ 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 ☒
 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 ☒ 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. ☒ No. of stages ☒ Diameters ☒ Stroke ☒ Driven by ☒
 Auxiliary Air Compressors, No. One. No. of stages 3 Diameters ☒ Stroke ☒ Driven by Steam.
 Small Auxiliary Air Compressors, No. ☒ No. of stages ☒ Diameters ☒ Stroke ☒ Driven by ☒
 Scavenging Air Pumps, No. ☒ Diameter ☒ Stroke ☒ Driven by ☒
 Auxiliary Engines crank shafts, diameter ☒ as per Rule ☒ Position ☒
 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 5.51 cu ft. Internal diameter ☒ thickness ☒
 Seamless, lap welded or riveted longitudinal joint ☒ Material ☒ Range of tensile strength ☒ Working pressure by Rules ☒
 Actual ☒
 Starting Air Receivers, No. 4 Total cubic capacity 14.39 cu ft. Internal diameter 5 1/2" thickness 7/8"
 Seamless, lap welded or riveted longitudinal joint ☒ Material steel Range of tensile strength 28/32 tons Working pressure by Rules 376 lbs. 0"
 Actual 350 lbs. 0"

W18-0057

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

11/7/30

General Pumping Arrangements

1/12/30

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied?

State the principal additional spare gear supplied

As per list enclosed with Newcastle report.

The foregoing is a correct description.

pro WORKMAN CLARK (1928) LIMITED,

Birmingham.

Secretary.

Manufacturer.

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - -

Total No. of visits

Dates of Examination of principal parts—Cylinders

Covers

Pistons

Rods

Connecting rods

Crank shaft

Flywheel shaft

Thrust shaft

Intermediate shafts

Tube shaft

Screw shafts

23/3/31

13/4/31

Propeller

15/4/31

Stern tube

29/4/31

Engine seatings

4/8/31

Engines holding down bolts

4/8/31

Completion of fitting sea connections

17/12/31

Completion of pumping arrangements

10/9/31

Engines tried under working conditions

22/12/31

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.

Have the requirements of the Rules 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

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

If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel has been efficiently installed in the vessel. The main and auxiliary machinery was tried out under working conditions with satisfactory results. The air relief valves have been adjusted and the donkey boiler safety valves adjusted under steam to 150 lbs. In my opinion the vessel is now eligible for notation in the Society's Register Book of + LMC 12.31. CL. Donkey boiler pressure 150 lbs. Fitted for oil fuel 12.31. FP above 150° F.

Certificate (if required) to be sent to
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

Air Reservoir.

The amount of Entry Fee

1/5 Special

Donkey Boiler Fee

Travelling Expenses (if any)

Committee's Minute

Assigned

£ 16 : 16

£ 22 : 3

£ 16 : 12

£ :

When applied for,

2nd Dec 1931

When received,

Jan 9 1932

FRI 1 JAN 1932

+ Lmb. 12.31 oil Eng CL.

2 SB- 150 lb

John K. Williams.

Engineer Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN.



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