

REPORT ON OIL ENGINE MACHINERY.

No 42869

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Date of writing Report 19 31 12 19 40 Port of Belfast
 No. in Survey held at Belfast Date, First Survey 16 June 1939 Last Survey 23 January 1941
 Reg. Book. Single on the Triple Screw vessel "PAMPAS" Number of Visits 191
 Built at Belfast By whom built Messrs Harland & Wolff Yard No. 1027 When built 1941
 Engines made at Belfast By whom made Messrs Harland & Wolff Engine No. 1027 When made 1941
 Donkey Boilers made at Stockton By whom made Stockton C.E. & R.B. & Co Boiler No. 6412 When made 1940
 Brake Horse Power 6000 Owners Loyal Mail Lines Ltd. Port belonging to London
 Nom. Horse Power as per Rule 1232 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Trade for which vessel is intended General Cargo 24 7/8 55 1/8

ENGINES, &c.—Type of Engines Harland & Wolff Heavy Oil 2 or 4 stroke cycle 2 Single or double acting D.A.
 Maximum pressure in cylinders 700 lbs/sq. in. Diameter of cylinders 620 7/8 Length of stroke 1400 7/8 No. of cylinders 6 No. of cranks 6
 Mean Indicated Pressure 100 lbs/sq. in. Mean of bearings, adjacent to the Crank, measured from inner edge to inner edge 1164 7/8 Is there a bearing between each crank yes
 Revolutions per minute 104 Flywheel dia. 2483 7/8 Weight 2500 kg Means of ignition Comp Kind of fuel used Heavy oil
 Crank Shaft, Solid forged as per Rule as approved Crank pin dia. 485 1/4 Crank Webs Mid. length breadth 250 7/8 Thickness parallel to axis 271 5/8
ALL BUILT dia. of journals as fitted 485 1/4 (with 115 7/8 Centre hole) Mid. length thickness shrunk Thickness around eye-hole 271 5/8
 Flywheel Shaft, diameter as per Rule as approved Intermediate Shafts, diameter as per Rule as approved Thrust Shaft, diameter at collars as per Rule as approved
 as fitted 460 7/8 as fitted 173 1/4 as fitted 460 7/8
 Main Shaft, diameter as per Rule as approved Screw Shaft, diameter as per Rule as approved Is the screw shaft fitted with a continuous liner yes
 as fitted 18 3/8 as fitted 15 1/16 as fitted 27 1/2
 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 yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner yes
 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 yes
 two liners are fitted, is the shaft lapped or protected between the liners yes Is an approved Oil Gland or other appliance fitted at the after end of the tube yes
 ft no If so, state type air Length of Bearing in Stern Bush next to and supporting propeller 6' 3"
 Propeller, dia. 18' Pitch 16' 13/4 No. of blades 4 Material bronze whether Movable yes Total Developed Surface 1160 sq. feet
 Method of reversing Engines air Is a governor or other arrangement fitted to prevent racing of the engine when yes Means of lubrication yes
red Thickness of cylinder liners 42 7/8 Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with
 conducting material lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine yes
 Cooling Water Pumps, No. 2 main SW 1 aux SW 5 Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes
 Large Pumps worked from the Main Engines, No. 1 Diameter 85 Stroke 170 Can one be overhauled while the other is at work yes
 Pumps connected to the Main Bilge Line { No. and Size 1 @ 85 tons per hour 1 @ 170 tons per hour
 How driven Electrically
 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 yes
 Blast Pumps, No. and size 1 @ 170 tons per hour Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2 @ 280 tons per hour
 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 6: 4 @ 2" dia. 2 @ 3" dia. 1 in Tunnel @ 3 1/2" In Pump Room 1 @ 5" 1 @ 6"
 Holds, &c. No 1 deep tank 2 @ 3 1/2; No 2 deep tank 2 @ 3 1/2; No 1 tween deck 2 @ 3 1/2; No 2, 3, 4 holds 2 @ 3 1/2; No 5 deep tank 2 @ 3 1/2; No 5 hold 2 @ 3 1/2
 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2. 1 @ 5" 1 @ 6"
 all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes Are the Bilge Suctions in the Machinery Spaces yes
 from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges yes
 all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks yes
 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
 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 yes
 at pipes pass through the bunkers none How are they protected yes
 at pipes pass through the deep tanks Heating coils Have they been tested as per Rule yes
 all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes
 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 yes Is it fitted with a watertight door yes worked from shaft etc.
 wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork yes
 Main Air Compressors, No. none No. of stages 2 Diameters 24 5/8 180 7/8 Stroke 130 7/8 Driven by Electric motor
 Auxiliary Air Compressors, No. 2 No. of stages 2 Diameters 18 100 7/8 Stroke 80 1/2 Driven by Steam Eng.
 All Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 18 100 7/8 Stroke 80 1/2 Driven by Steam Eng.
 at provision is made for first Charging the Air Receivers Steam driven compressor
 Revolving Air Blowers, No. 2 Diameter 310 1/2 min capacity each at 12 alt. wh. + 104 Rpm yes
 Auxiliary Engines crank shafts, diameter as per Rule as approved No. 3
 as fitted 160 7/8 Position Bottom platform No 1 Sta; Nos 2 & 3 port
 Are the Auxiliary Engines been constructed under special survey yes Is a report sent herewith yes

W206-0114

AIR RECEIVERS: - Have they been made under survey

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

MAIN STARTING Air Receivers, No. 2

Cubic capacity of each

Seamless, lap welded or riveted longitudinal joint

Riveted

Material

Steel

Range of tensile strength

28/32 tons

Working pressure

by Rules

Actual

356 lbs

AUX Starting Air Receivers, No. 1

Total cubic capacity

50 cu ft

Internal diameter

3'

thickness

19/32

Seamless, lap welded or riveted longitudinal joint

Riveted

Material

Steel

Range of tensile strength

28/32 tons

Working pressure

by Rules

Actual

356 lbs

IS A DONKEY BOILER FITTED?

Is the donkey boiler intended to be used for domestic purposes only

yes

If so, is a report now forwarded?

yes

PLANS. Are approved plans forwarded herewith for Shafting

(If not, state date of approval)

Donkey Boilers

Oil Fuel Burning Arrangements

General Pumping Arrangements

11/39

Pumping Arrangements in Machinery Space

21/2/40

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

See attached list

The foregoing is a correct description,

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

Crank shaft

Screw shaft

Completion of fitting sea connections

Crank shaft, Material

Thrust shaft, Material

Tube shaft, Material

Identification Marks on Air Receivers

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

Description of fire extinguishing apparatus fitted

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo

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

General Remarks

The machinery has been efficiently installed on board the vessel and tried and

full working conditions during sea trials with satisfactory results and

is eligible in our opinion to have notation in the Register Book of

+ LMC 1.41 D.B 100 lbsa TSC Oil Engine.

The amount of Entry Fee

Special

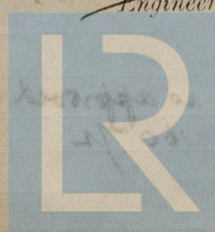
Donkey Boiler Fee

AIR RECEIVERS

Travelling Expenses (if any)

Committee's Minute

Assigned



Lloyd's Register Foundation