

# REPORT ON OIL ENGINE MACHINERY

Sld. No. 29100  
Lon No. 89,068

14 JUL 1925

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Date of writing Report **7 JUN 1925** When handed in at Local Office **26 June 1925** Port of **London** 19 **July 1925**

No. in Survey held at **Bedford** Date, First Survey **24 APRIL 1925** Last Survey **26 June 1925**

Reg. Book. **90804** on the **Screw vessels** "SILVERAY" Number of Visits **10** Tons {Gross **4585** Net **2626**

Master \_\_\_\_\_ Built at **Liverpool** By whom built **J. Thompson & Co. Ltd** Yard No. **554** When built **1915**

Engines made at **Liverpool** By whom made **W. Doxford & Sons Ltd** Engine No. **103** When made **1915**

Auxiliary Machinery **Bedford** By whom made **H. H. Allen & Sons Ltd** Boiler No. **52970** When made **1915**

Brake Horse Power **100 indicated** Owners **Wap Shipping Co. Ltd** Port belonging to **London**

**3 sets** Nom. Horse Power as per Rule **86** Is Refrigerating Machinery fitted for cargo purposes  Is Electric Light fitted **yes**

**Auxiliary 3 sets** OIL ENGINES, &c.—Type of Engines **Burmeister & Wain Design** 2 or 4 stroke cycle **4** Single or double acting **simple**

Maximum pressure in cylinders **530 lb** No. of cylinders **2** No. of cranks **2** Diameter of cylinders **325 mm**

Length of stroke **350 mm** Revolutions per minute **300** Means of ignition **Compression** Kind of fuel used **Heavy oil**

Is there a bearing between each crank **yes** Span of bearings (Page 92, Section 2, par. 7 of Rules) **362 mm**

Distance between centres of main bearings **600 mm** Is a flywheel fitted **yes** Diameter of crank shaft journals **as per Rule 170 mm**

Diameter of crank pins **190 mm** Breadth of crank webs **as per Rule 226 mm** Thickness of ditto **as per Rule 95 mm**

Diameter of flywheel shaft **as per Rule 310 at wheel** Diameter of tunnel shaft **as per Rule** Diameter of thrust shaft **as per Rule**

Diameter of screw shaft **as per Rule** Is the screw shaft fitted with a continuous liner the whole length of the stern tube

Is the after end of the liner made watertight in the propeller boss  If the liner is in more than one length are the joints burned

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  If without liners, is the shaft arranged to run in oil

Type of outer gland fitted to stern tube \_\_\_\_\_ Length of stern bush \_\_\_\_\_ Diameter of propeller \_\_\_\_\_

Pitch of propeller \_\_\_\_\_ No. of blades \_\_\_\_\_ state whether moveable \_\_\_\_\_ Total surface \_\_\_\_\_ square feet

Method of reversing \_\_\_\_\_ Is a governor or other arrangement fitted to prevent racing of the engine **yes** Thickness of cylinder liners **29 mm**

Are the cylinders fitted with safety valves **yes** Means of lubrication **Forced. Rotary pump from crank shaft** the exhaust pipes and silencers water cooled or lagged with non-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  **Supplied by shipbuilder**

No. of bilge pumps fitted to the main engines  Diameter of ditto \_\_\_\_\_ Stroke \_\_\_\_\_

Can one be overhauled while the other is at work  No. of auxiliary pumps connected to the main bilge lines \_\_\_\_\_ How driven \_\_\_\_\_

Sizes of pumps \_\_\_\_\_ No. and sizes of suction connected to both main bilge pumps and auxiliary bilge pumps:—In engine room \_\_\_\_\_

and in holds, etc. \_\_\_\_\_ No. of ballast pumps \_\_\_\_\_ How driven \_\_\_\_\_ Sizes of pumps \_\_\_\_\_

Is the ballast pump fitted with a direct suction from the engine room bilges  State size \_\_\_\_\_ Is a separate auxiliary pump suction fitted in \_\_\_\_\_

Engine Room and size \_\_\_\_\_ Are all the bilge suction pipes fitted with roses  Are the roses in Engine Room always accessible

Are the sluices on Engine Room bulkheads always accessible  Are all connections with the sea direct on the skin of the ship

Are they valves or cocks \_\_\_\_\_ Are they fixed sufficiently high on the ship's side to be seen without lifting the floor plates

Are the discharge pipes above or below the deep water line \_\_\_\_\_ Are they each fitted with a discharge valve always accessible on the plating of the vessel

Are all pipes, cocks, valves and pumps in connection with the machinery accessible at all times  Are the bilge suction pipes, cocks and valves arranged so as to prevent any communication between the sea and the bilges

Is the screw 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 \_\_\_\_\_

No. of main air compressors **one on each set** No. of stages **2** Diameters **524 + 180 mm** Stroke **210 mm** Driven by **Clutch shaft**

No. of auxiliary air compressors \_\_\_\_\_ No. of stages \_\_\_\_\_ Diameters \_\_\_\_\_ Stroke \_\_\_\_\_ Driven by \_\_\_\_\_

No. of small auxiliary air compressors \_\_\_\_\_ No. of stages \_\_\_\_\_ Diameters \_\_\_\_\_ Stroke \_\_\_\_\_ Driven by \_\_\_\_\_

No. of scavenging air pumps \_\_\_\_\_ Diameter \_\_\_\_\_ Stroke \_\_\_\_\_ Driven by \_\_\_\_\_

Diameter of auxiliary Diesel Engine crank shafts **as per Rule** Are the air compressors and their coolers made so as to be easy of access

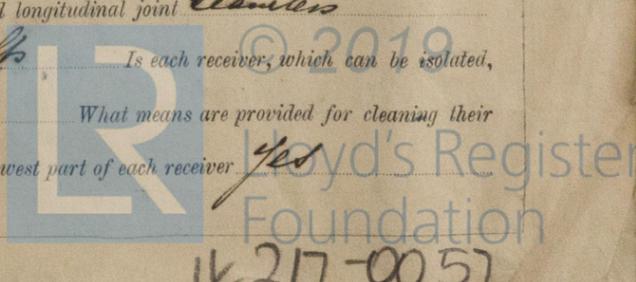
**1 for each set** IR RECEIVERS:—No of high pressure air receivers **3** Internal diameter **9 3/4"** Cubic capacity of each **90 litres**

material **Solid drawn steel** Seamless, lap welded or riveted longitudinal joint **Seamless** Range of tensile strength **29-33 tons**

thickness **3/8"** working pressure by Rules **1025 lb for 850 lb reg** No. of starting air receivers **3 (1 on each)** Internal diameter **12"**

cubic capacity **each 150 litres** Material **Steel** Seamless, lap welded or riveted longitudinal joint **Seamless**

Range of tensile strength **29-33 tons** thickness **1/2"** Working pressure by rules **1170 lb** Is each receiver, which can be isolated, fitted with a safety valve as per Rule **Yesible plug** Can the internal surfaces of the receivers be examined **yes** What means are provided for cleaning their inner surfaces  Is there a drain arrangement fitted at the lowest part of each receiver **yes**



Lloyd's Register Foundation  
217-0057

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

HYDRAULIC TESTS:-

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS					Standard parts
COVERS	50lb water test on jackets		1000lb paraffin		face test stamped \$
JACKETS	50lb water test				during construction
PISTON WATER PASSAGES	hot cooled				
MAIN COMPRESSORS—1st STAGE	50lb jacket test	250lb	Cylinder test		
2nd "	2000lb paraffin test				
3rd "					
AIR RECEIVERS—STARTING	2000lb hydraulic			Stamped with date & \$	Chateaufort Ltd C <sup>o</sup> No 102603/4/7
INJECTION	2000lb				No 103596/9 104400
AIR PIPES	2000lb				
FUEL PIPES	"				
FUEL PUMPS	"				
SILENCER	hot cooled				
WATER JACKET	✓				
SEPARATE FUEL TANKS					

PLANS. Are approved plans forwarded herewith for shafting *No Standard Receiv* Receivers Separate Tanks  
 SPARE GEAR *Connecting rod & main bearing bolts & nuts, Complete sets of exhaust fuel and air valves. Piston rings for oil engine & compressor pistons. Spare former. Sets of valves for air compressors & gear H & L cooling coils. Minor spares of every description likely to be required.*

The foregoing is a correct description,  
*B.W. H. for*  
 W. H. ALLEN, SONS & Co., Ltd., Manufacturer.

Dates of Survey while building	During progress of work in shops - - -	1925	Apr 24	May 6-15-25	JUNE 5-9-12-16-19-26
	During erection on board vessel - - -				
	Total No. of visits	10 (IN SHOPS)			
Dates of Examination of principal parts—Cylinders					
Crank shaft	Sheffield	Thrust shaft	Tunnel shafts	Screw shaft	Propeller
Engines holding down bolts	✓	Completion of pumping arrangements			
Completion of fitting sea connections		Stern tube	5 9/16 9.15 TH S	Material of thrust shaft	Identification Mark on Do.
Material of crank shaft	Byrd steel	Identification Marks on Do.	5 1/2 2.2-25 TH S	Material of screw shafts	Identification Marks on Do.
Material of tunnel shafts	✓	Identification Marks on Do.			
Is the flash point of the oil to be used over 150° F.	Yes				
Is this machinery duplicate of a previous case					Standard 50 H.A. cylinders

General Remarks (State quality of workmanship, opinions as to class, &c.) *These Diesel Engines have been constructed under special survey and the materials and workmanship are good. The engines are coupled direct to Continuous wound DC Dynamos made by the Sunderland Forge and Engineering Co. 65 kW 295 amp 220 volts 300 RPM and numbered 36012 1.2 & 36013 1.2 & 36014 1.2 & 36015 1.2 & 36016 1.2 & 36017 1.2 & 36018 1.2 & 36019 1.2 & 36020 1.2 & 36021 1.2 & 36022 1.2 & 36023 1.2 & 36024 1.2 & 36025 1.2 & 36026 1.2 & 36027 1.2 & 36028 1.2 & 36029 1.2 & 36030 1.2 & 36031 1.2 & 36032 1.2 & 36033 1.2 & 36034 1.2 & 36035 1.2 & 36036 1.2 & 36037 1.2 & 36038 1.2 & 36039 1.2 & 36040 1.2 & 36041 1.2 & 36042 1.2 & 36043 1.2 & 36044 1.2 & 36045 1.2 & 36046 1.2 & 36047 1.2 & 36048 1.2 & 36049 1.2 & 36050 1.2 & 36051 1.2 & 36052 1.2 & 36053 1.2 & 36054 1.2 & 36055 1.2 & 36056 1.2 & 36057 1.2 & 36058 1.2 & 36059 1.2 & 36060 1.2 & 36061 1.2 & 36062 1.2 & 36063 1.2 & 36064 1.2 & 36065 1.2 & 36066 1.2 & 36067 1.2 & 36068 1.2 & 36069 1.2 & 36070 1.2 & 36071 1.2 & 36072 1.2 & 36073 1.2 & 36074 1.2 & 36075 1.2 & 36076 1.2 & 36077 1.2 & 36078 1.2 & 36079 1.2 & 36080 1.2 & 36081 1.2 & 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