

REPORT ON OIL ENGINE MACHINERY.

No. 8012
30 MAY 1928

Received at London Office

Report of Glasgow When handed in at Local Office 26.5.28 Port of Glasgow
Date, First Survey 1.7.27 Last Survey 16. May 1928
Number of Visits 58

Single or Double Acting Single
Type of Engines Dot and approved piston - Antler Injection
Stroke cycle 2
Gross Tons 5343
Net Tons 314
By whom built Barclay & Co. Ltd. Yard No. 613 When built 1926.7
By whom made do. Engine No. 101 When made 1928
By whom made do. Boiler No. 1926 When made 1924
Owners B. Rasmussen & Co. Copenhagen Port belonging to Lomborg
Power as per Rule H 82 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes

Number of cylinders 568 Diameter of cylinders 22.835 Length of stroke 45.67 (2) No. of cylinders 8 No. of cranks 3
Is there a bearing between each crank Yes
Flywheel dia. 8'-8" Weight 19 tons Means of ignition Compression Kind of fuel used Diesel oil
Crank pin dia. 18.1 Crank Webs Mid. length breadth 25.6 Thickness parallel to axis 10.25
Crank pin dia. 16.95 Crank Webs Mid. length thickness 10.25 Thickness around eye hole 7.5
Intermediate Shafts, diameter as fitted 16.5 Thrust Shaft, diameter at collars as fitted 16.95
Screw Shaft, diameter as fitted 15.8 Is the shaft fitted with a continuous liner Yes
Thickness between bushes as fitted 19.5 Is the after end of the liner made watertight in the stern tube Yes

Length of Bearing in Stern Bush next to and supporting propeller 5'-2 1/2"
No. of blades 4 Material Brass whether Moveable No. Total Developed Surface 85 sq. feet
Means of lubrication Comp. Air
Is a governor or other arrangement fitted to prevent racing of the engine Yes
Are the cylinders fitted with safety valves Yes
Are the exhaust pipes and silencers water cooled or lagged with material Yes
Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

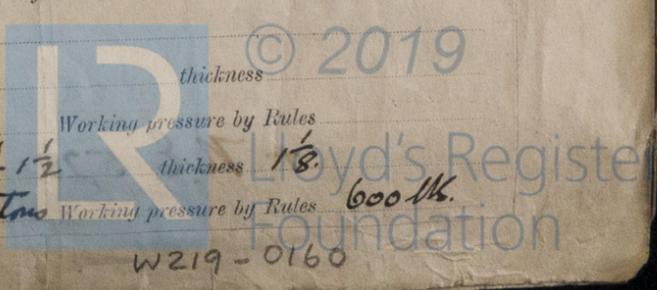
Number of pumps worked from the Main Bilge Line 1 Diameter 4.35 Stroke 26 Can one be overhauled while the other is at work Yes
Lubricating Oil Pumps, including Spare Pump, No. and size 1 additional on main engine 4.35 dia x 26 stroke
Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps, No. and size 90. 45.810

Are the Bilge Suctions in the Machinery Spaces Yes
Are they fitted with Valves or Cocks Yes
Are the Overboard Discharges above or below the deep water line Yes
Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes
How are they protected Yes
Have they been tested as per Rule Yes

Are the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes
What means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork See Glasgow Report
Compressors, No. 2 No. of stages 2 Diameters 62.2 Stroke 25.6 Driven by Main Motn
Air Compressors, No. 2 No. of stages 2 Diameters 62.2 Stroke 25.6 Driven by Main Motn
Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 62.2 Stroke 25.6 Driven by Main Motn

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes
What means are provided for cleaning their inner surfaces See Glasgow Report
Pressure Air Receivers, No. 2 Cubic capacity of each 220 Internal diameter 4'-1 1/2" Working pressure by Rules 600 lb.
Material Painted Range of tensile strength 28.32 tons Thickness 1 1/8"
lap welded or riveted longitudinal joint Painted Material S Range of tensile strength 28.32 tons Working pressure by Rules 600 lb.

NOT TO WRITE ACROSS THE MARGIN.



IS A DONKEY BOILER FITTED? *Yes Two* If so, is a report now forwarded? *See Report*

PLANS. Are approved plans forwarded herewith for Shafting *22-1-27* Receivers *duplicate* Separate Tanks

Donkey Boilers General Pumping Arrangements *Yes* Oil Fuel Burning Arrangements

SPARE GEAR

In accordance with Rules and additional

The foregoing is a correct description, FOR BARCLAY, CURLE & CO. LTD.

John Alexander Manufacturer.

ENGINE WORKS MANAGER.

Dates of Survey while building: During progress of work in shops - *1927 July 1-4-6-7-8 Aug 3-9-10-19 Sep 5-13-19-27-30 Oct 3-10-12-17-24-31 Nov 4-7-11-16-28 Dec 7-11*
During erection on board vessel - *Jan 6-9-11-18-20-25-27-29 Feb 3-8-10-13-15-17-20-26-29 Mar 2-5-9-12-19-21-23 Apr 4-10-23*
Total No. of visits *58*

Dates of Examination of principal parts - Cylinders *17-2-28* Covers */* Pistons *20-2-28* Rods *20-2-28* Connecting rods
Crank shaft *7-12-24* Flywheel shaft *6-1-28* Thrust shaft *6-1-28* Intermediate shafts *14-3-28* Tube shaft
Screw shaft *14-3-28* Propeller *14-3-28* Stern tube *14-3-28* Engine seatings */* Engines holding down bolts *2-5-28*
Completion of fitting sea connections *2-5-28* Completion of pumping arrangements *2-5-28* Engines tried under working conditions *2-5-28*
Crank shaft, Material *S.M. Best steel* Identification Mark *2H15-7-12-27* Flywheel shaft, Material *S.M. Best steel* Identification Mark *2052*
Thrust shaft, Material Identification Mark Intermediate shafts, Material Identification Marks *13120*
Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark *13121*

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 *Oil tanker* If so, have the requirements of the Rules been complied with
Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *"Bla"*

General Remarks (State quality of workmanship, opinions as to class, &c.)
The main motor together with all shafting and starting air receivers have been built under special Survey and in accordance with the Rules. The materials and workmanship are good. The motor has been efficiently set in position and on completion has been tested under working conditions and found in order.

The machinery of this vessel is eligible, in my opinion, to remain as classed in the Register Books with notation of +NE 5-28.

It is submitted that this vessel is eligible for THE RECORD, +LMC 5-28, +NE 5-28, NEW T.S. (C-L) 5-28.

*Oil Engines
All the machinery rec'd to 2 S.C.S.A.
3cy 22 7/8" - 48 9 1/8" 482 NHP
DB 120 1/2 NDB (24) re-filled 5-28 100%
Barclay Curle & Co. Ltd. Glasgow
17/6/28*

The amount of Entry Fee ... £ :
Special ... £ 97 : 6
Donkey Boiler Fee ... £ 4 : 4
Travelling Expenses (if any) £ :
When applied for, *29 MAY 1928*
When received, *30-6-28*
Committee's Minute *GLASGOW 29 MAY 1928*

Geo. Brown
Engineer Surveyor to Lloyd's Register of Shipping

Assigned *+ NE 5-28
+ LMC 5-28
(see also S.O. 6-12/28)*

CERTIFICATE WRITTEN: *23-7-28*

FRI. 26 JUL 1929
WED. 2 JAN 1929
TUE 11 JUN 1929

*A. G.
26/5/28*

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