

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 32937

Received at London Office AUG - 6 1940

Date of writing Report 26 July 1940 Port of Sunderland
 No. in Survey held at Sunderland Date, First Survey 29 Nov 39 Last Survey 24 July 1940
 Reg. Book. Number of Visits 64

on the Single Screw vessel "TOWER GRANGE" Tons ^{Gross} 5226 _{Net} 30 1/2
 Built at Sunderland By whom built Wm. Leyford & Sons L^{td} Yard No. 660 When built 1940
 Engines made at Sunderland By whom made Wm. Leyford & Sons L^{td} Engine No. 660 When made 1940
 Donkey Boilers made at Stoekton By whom made Stoekton Chem. Engrs. & Riley Blast L^{td} Boiler No. 6347 When made 1940
 Brake Horse Power 2500 Owners The Tower Steamship Co L^{td} Port belonging to London
 Nom. Horse Power as per Rule 516 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes.
 Trade for which vessel is intended 73 1/2 91 1/2

II. ENGINES, &c. Type of Engines Opposed piston airless injection or 4 stroke cycle 2 Single or double acting Single
 Maximum pressure in cylinders 5 1/2 11/16 Diameter of cylinders 600 Length of stroke Upper 980 No. of cylinders 3 No. of cranks 3 (3 throats)
 Mean Indicated Pressure 88 11/16 Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 940 Is there a bearing between each crank Between each 3 throat
 Revolutions per minute 108 Flywheel dia. F. 2300 Weight F. 5 3/4 tons Means of ignition Compression Kind of fuel used 3 throat
 Crank Shaft, dia. of journals 418 Crank pin dia. 450 Crank Webs Mid. length breadth 650 Thickness parallel to axis 255 7/16
 Flywheel Shaft, diameter 418 Intermediate Shafts, diameter 308 Thrust Shaft, diameter at collars 418
 Tube Shaft, diameter 341 7/16 Screw Shaft, diameter 392 7/16 Is the tube shaft fitted with a continuous liner Yes.
 Bronze Liners, thickness in way of bushes 18 Thickness between bushes 13 1/2 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 one length.

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 Yes.
 If 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.
 Propeller, dia. 15' 9" Pitch 11' 9" No. of blades 4 Material Bronze whether Moveable No. Total Developed Surface 90 sq. feet
 Method of reversing Engines Hand lever Is a governor or other arrangement fitted to prevent racing of the engine when disclutched Yes. Means of lubrication Hand lever
 Thickness of cylinder liners 25 Are the cylinders fitted with safety valves Yes. Are the exhaust pipes and silencers water cooled or lagged with non-conducting material No.
 Cooling Water Pumps, No. one Engine driven Is the sea suction provided with an efficient strainer which can be cleared within the vessel (F.W. Cooling)
 Bilge Pumps worked from the Main Engines, No. none Diameter Stroke Can one be overhauled while the other is at work Yes.

Bilge Pumps connected to the Main Bilge Line No. and Size 1 @ 14" x 14" x 15" (Ballast) + 2 @ 5 1/2" x 6" x 15" (Simplex) (Bilges & Sea)
 How driven Steam 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 Yes.
 Ballast Pumps, No. and size 1 14" x 14" x 15" Duplex. Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size one Engine driven 8 5/8" x 6 1/8"
 Are 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 4 @ 3" in E.R. 1 @ 3" Tunnel Well In Pump Room 1 @ 3" (Hold Well)
 Holds, &c. N°1. 3 φrs. N°2. 3 1/2 φrs. Deep Tank 3 1/2 φrs. N°4. 3 φrs. N°5. 1 @ 3" (Hold Well)
 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 8" (Ballast Pump) 1 @ 5" (Sea)
 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.
 Are all Sea Connections fitted direct on the skin of the ship Yes. Are they fitted with Valves or Cocks Both
 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 Below
 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 Yes.
 What pipes pass through the bunkers None How are they protected Yes.
 What pipes pass through the deep tanks For Bilge Suctions 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 Yes. Is it fitted with a watertight door Yes. worked from E.R. top platform.
 Main Air Compressors, No. Two No. of stages Three Diameters 11 1/2" 9 1/2" 2 3/4" Stroke 6 1/2" Driven by Steam Engine
 Auxiliary Air Compressors, No. One No. of stages One Diameters 14 00 Stroke 6 10 7/16 Driven by levers from Main Engine.
 Small Auxiliary Air Compressors, No. One No. of stages One Diameters 14 00 Stroke 6 10 7/16 Driven by levers from Main Engine.
 Scavenging Air Pumps, No. One Diameter 14 00 Stroke 6 10 7/16 Driven by levers from Main Engine.
 Auxiliary Engines crank shafts, diameter as per Rule Yes. No. Yes. Position Yes.

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AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule *Yes* (on discharge from Compressor) Rpt.

Can the internal surfaces of the receivers be examined and cleaned *Yes*. Is a drain fitted at the lowest part of each receiver *Yes*.

High Pressure Air Receivers, No. *Two* Cubic capacity of each *220 cuft.* Internal diameter *3'-6"* thickness *1"*

Seamless, lap welded or riveted longitudinal joint *Riveted* Material *M. Steel* Range of tensile strength *28/32* Working pressure by Rules *600* Actual *600*

Starting Air Receivers, No. *Two* Total cubic capacity *220 cuft.* Internal diameter *3'-6"* thickness *1"*

Seamless, lap welded or riveted longitudinal joint *Riveted* Material *M. Steel* Range of tensile strength *28/32* Working pressure by Rules *600* Actual *600*

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

Is the donkey boiler intended to be used for domestic purposes only *No*.

PLANS. Are approved plans forwarded herewith for Shafting *Yes*. Receivers *Yes*. Separate Fuel Tanks *Yes*.

Donkey Boilers *Yes*. General Pumping Arrangements *Yes*. Pumping Arrangements in Machinery Space *Yes*.

Oil Fuel Burning Arrangements *Yes*.

SPARE GEAR.

Has the spare gear required by the Rules been supplied *Yes, with the exception of the Conn. rod top & bottom ends.*

State the principal additional spare gear supplied *1 C.I. Propeller, one cylinder liner & jacket complete, 1 main*

Propeller head & 54 rings, 4 fuel valves complete, 8 spray plugs, 1 N.R. starting air valve,

1 cyl. relief valve, 4 scavenge pump half-discs, 1 fuel pump body complete, one set

of valves for each size of engine down & amp. pumps, 1 set pads for Michell block

1 set coupling bolts, 1 roller chain for camshaft drive.

The foregoing is a correct description, **WILLIAM DOXFORD & SONS, Limited.** Manufacturer.

Dates of Survey while building: During progress of work in shops - 29/1, 29/2, 29/3, 29/4, 29/5, 29/6, 29/7, 29/8, 29/9, 29/10, 29/11, 29/12, 29/13, 29/14, 29/15, 29/16, 29/17, 29/18, 29/19, 29/20, 29/21, 29/22, 29/23, 29/24, 29/25, 29/26, 29/27, 29/28, 29/29, 29/30, 29/31, 29/32, 29/33, 29/34, 29/35, 29/36, 29/37, 29/38, 29/39, 29/40, 29/41, 29/42, 29/43, 29/44, 29/45, 29/46, 29/47, 29/48, 29/49, 29/50, 29/51, 29/52, 29/53, 29/54, 29/55, 29/56, 29/57, 29/58, 29/59, 29/60, 29/61, 29/62, 29/63, 29/64, 29/65, 29/66, 29/67, 29/68, 29/69, 29/70, 29/71, 29/72, 29/73, 29/74, 29/75, 29/76, 29/77, 29/78, 29/79, 29/80, 29/81, 29/82, 29/83, 29/84, 29/85, 29/86, 29/87, 29/88, 29/89, 29/90, 29/91, 29/92, 29/93, 29/94, 29/95, 29/96, 29/97, 29/98, 29/99, 29/100, 29/101, 29/102, 29/103, 29/104, 29/105, 29/106, 29/107, 29/108, 29/109, 29/110, 29/111, 29/112, 29/113, 29/114, 29/115, 29/116, 29/117, 29/118, 29/119, 29/120, 29/121, 29/122, 29/123, 29/124, 29/125, 29/126, 29/127, 29/128, 29/129, 29/130, 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