

REPORT ON OIL ENGINE MACHINERY.

No. 10.739

16 DEC 1931

Received at London Office

Date of writing Report 19... When handed in at Local Office 15th Dec 1931 Port of Belfast
 No. in Survey held at Belfast Date, First Survey 8th Oct 1930 Last Survey 9th Nov 1931
 Reg. Book. 18367 on the Single Twin Triple Quadruple Screw vessel "CORBIS". Tons Gross 8132 Net
 Built at Belfast By whom built Workman, Clark (1928) Ltd. Yard No. 519 When built 1931
 Engines made at Wallsend By whom made North Eastern Iron Eng. Works Ltd. Engine No. 2704 When made 1931
 Donkey Boilers made at Belfast By whom made Workman, Clark (1928) Ltd. Boiler No. 519 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

MAIN ENGINES, &c.—Type of Engines Weekspeer, 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 272 m/m 10.71" Thrust Shaft, diameter at collars ☒ as per Rule ☒
 as fitted ☒ as fitted 350 m/m 13.78" as fitted ☒
 Tube Shaft, diameter ☒ as per Rule ☒ Screw Shaft, diameter ☒ as per Rule 300.2 m/m 11.82" Is the ☒ screw ☒ shaft fitted with a continuous liner ☒
 as fitted ☒ as fitted 325 m/m 12.8" as fitted ☒
 Bronze Liners, thickness in way of bushes ☒ as per Rule 16.72 m/m Thickness between bushes ☒ as per rule 12.54 m/m Is the after end of the liner made watertight in the ☒
 as fitted 19 m/m 4 18.5 m/m as fitted 15 m/m ☒
 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. 18'-3 1/2" Pitch 10'-4" No. of blades 4 Material Bronze whether Moveable ☒ 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. ☒ 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 How driven Steam ☒
 Ballast Pumps, No. and size 2 — 8" x 8" x 10" Duplex Lubricating Oil Pumps, including Spare Pump, No. and size ☒
 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. ☒ CARGO PUMP RM. 303" FORO " " 102" 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 Tank 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 Mechy aft 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 ☒
Capacity 450 cu ft of free air per minute.
Auxiliary Air Compressors, No. One No. of stages 3 Diameters ☒ Stroke ☒ Driven by Steam ☒
To 350/1000 lbs at 300 mps.
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 ☒ Internal diameter ☒ thickness ☒
 Seamless, lap welded or riveted longitudinal joint ☒ Material ☒ Range of tensile strength ☒ Working pressure ☒
Starting Air Receivers, No. 4 Total cubic capacity 1420 cu ft. Internal diameter 5' thickness 3/8"
 Seamless, lap welded or riveted longitudinal joint ☒ Material steel Range of tensile strength 28/32 tons Working pressure ☒
 by Rules 376 lbs/sq. in.
 Actual 350 lbs/sq. in.

W235-0015

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

(If not, state date of approval)

Receivers

yes.

Separate Tanks

✓

Donkey Boilers

yes.

General Pumping Arrangements

yes.

Oil Fuel Burning Arrangements

✓

SPARE GEAR.

Has the spare gear required by the Rules been supplied

yes.

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,

A. Cunningham

Secretary.

Manufacturer.

Dates of Survey while building
During progress of work in shops--
During erection on board vessel--
Total No. of visits

1930 Oct 8, 20, 27 Dec 1, 4, 12, 16, 28 Feb 4, 6 Mar 27, 30 Apr 1, 8, 16, 16, 22, 30 May 7, 14, 21, 28 June 4, 6, 15, 19, 30 July 7, 21, 22, 24, 27, 30 Aug 19, 26 Sept 4, 8, 14, 16, 21, 22, 30 Oct 5, 20, 27

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Dates of Examination of principal parts—Cylinders ✓ Covers ✓ Pistons ✓ Rods ✓ Connecting rods ✓
Crank shaft ✓ Flywheel shaft ✓ Thrust shaft ✓ Intermediate shafts 5/6/31. Tube shaft ✓
Screw shaft 1/4/31. 14/4/31. Propeller 21/11/31. 7/6/31. Stern tube 14/5/31. Engine seatings 19/9/31. 5/12/31. Engines holding down bolts 15/9/31. 9/12/31.
Completion of fitting sea connections 21/11/31. Completion of pumping arrangements 2/12/31. Engines tried under working conditions 3/12/31.
Crank shaft, Material ✓ Identification Mark ✓ Flywheel shaft, Material ✓ Identification Mark ✓
Thrust shaft, Material ✓ Identification Mark ✓ Intermediate shafts, Material Steel. Identification Marks 4282, 4247, 4289, 4224 } R.L.M. 5
Tube shaft, Material ✓ Identification Mark ✓ Screw shaft, Material Steel. Identification Mark 4222, 4211, 4248 } J.K. 7/5

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

✓

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

No.

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 & the donkey boilers safety adjusted under steam. In my opinion the vessel is now eligible for notation in the Register Book of + LMC 12, 31. C.L. Donkey boiler pressure 150 lbs. q. Fitted for oil fuel 12, 31. FP above 150° F.

Certificate (if required) to be sent to
(The Surveyors are requested to write on or below the space for Committee's Minute.)

1/2 of Special
The amount of Entry Fee .. £ 22 : 3 :
air reserves. Special £ 16 : 16 :
Donkey Boiler Fee £ 16 : 12 :
Travelling Expenses (if any) £ : :
When applied for, 15th Dec. 1931.
When received, 1.1.1932

Committee's Minute

TUE. 22 DEC 1931

Assigned

+ L.M.C. 12, 31

C.L.

CERTIFICATE WRITTEN.

oil Eng.

200 lbs. 150 lb.

John K. Williams.

Engineer Surveyor to Lloyd's Register of Shipping.



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