

REPORT ON OIL ENGINE MACHINERY.

No. ~~89~~ 55.

21 JUL 1970

Date of writing Report Feb 8.^y 1926 When handed in at Local Office Feb. 1926 Port of London
No. in Survey held at Reading Date, First Survey December 16th Last Survey February 2^d 1926
Reg. Book. Tons { Gross _____
on the Single } Screw ~~propeller~~ Ann. Sch. "VIGILANTER" { Net _____
Twain }
Triple }
Master Built at Alphen op Rijn By whom built J. Vannevis Yard No. 406 When built
Engines made at Reading By whom made John I. Thornycroft Engine No. 158 When made 1926
Donkey Boilers made at ✓ By whom made ✓ Boiler No. ✓ When made ✓
Brake Horse Power 100 Owners D. J. Van Benningen Port belonging to
Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted






Type of Engines		2 or 4 stroke cycle		Single or double acting	
Maximum pressure in cylinders	250 lbs/sq in	No. of cylinders	six	No. of cranks	six
Length of stroke	8"	Revolutions per minute	750	Means of ignition	Magneto
Is there a bearing between each crank	No, between each pair	Span of bearings (Page 92, Section 2, par. 7 of Rules)	14 1/4"	Kind of fuel used	Petrol
Distance between centres of main bearings	20"	Is a flywheel fitted	Yes	Diameter of crank shaft journals	as per Rule 2.69 as fitted 3.00
Diameter of crank pins	3"	Breadth of crank webs	as per Rule 3.57" as fitted 4.00"	Thickness of ditto	as per Rule 1 1/2" as fitted 1 1/2"
Diameter of flywheel shaft	as per Rule 2.06" as fitted 2 1/2"	Diameter of tunnel shaft	as per Rule 1.967 as fitted	Diameter of thrust shaft	as per Rule 2.06 as fitted 3.00
Diameter of screw shaft	as per Rule 3 1/8" as fitted	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	Yes	If the liner is in more than one length are the joints burned			
Does 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 without liners, is the shaft arranged to run in oil			
Are two liners are fitted, is the shaft lapped or protected between the liners	Yes	Diameter of propeller			
Is the propeller of outer gland fitted to stern tube	Ordinary flanged gland	Length of stern bush			
Is the propeller	39"	No. of blades	Two	State whether moveable	No
Is the method of reversing	Clutch gear	Is a governor or other arrangement fitted to prevent racing of the engine when declutched			
Are the cylinders fitted with safety valves	No	Means of lubrication			
Is the exhaust material	Yes	If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being siphoned back to the engine			
Is the vessel	Yes	No. of cooling water pumps			
Can one be overhauled while the other is at work	No	No. of auxiliary pumps connected to the main bilge lines			
Are the pumps	No. and sizes of suctions connected to both main bilge pumps and auxiliary bilge pumps:—In engine room	No. of ballast pumps			
Are the pumps in holds, etc.	No. of ballast pumps	How driven			
Is the ballast pump fitted with a direct suction from the engine room bilges	State size	Is a separate auxiliary pump suction fitted in			
Is the 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 fired sufficiently high on the ship's side to be seen without lifting the floor plates			
Are the valves or cocks	Are they each fitted with a discharge valve always accessible on the plating of the vessel	Are the bilge suction pipes, cocks and valves arranged so as to prevent any			
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 the bilge suction pipes, cocks and valves arranged so as to prevent any			
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	Are the bilge suction pipes, cocks and valves arranged so as to prevent any			
Is there a communication between the sea and the bilges	Is the screw shaft tunnel watertight	Is it fitted with a watertight door			
Is the vessel	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 stages			
Are the main air compressors	No. of stages	Diameters			
Are the auxiliary air compressors	No. of stages	Diameters			
Are the small auxiliary air compressors	No. of stages	Diameters			
Are the scavenging air pumps	Diameter	Stroke			
Are the scavenging air pumps	Stroke	Driven by			
Are the scavenging air pumps	Driven by	Are the air compressors and their coolers made so as to be easy of access			
Are the scavenging air pumps	Are the air compressors and their coolers made so as to be easy of access	Internal diameter			
Are the scavenging air pumps	Internal diameter	Cubic capacity of each			
Are the scavenging air pumps	Cubic capacity of each	Range of tensile strength			
Are the scavenging air pumps	Range of tensile strength	Internal diameter			
Are the scavenging air pumps	Internal diameter	Seamless, lap welded or riveted longitudinal joint			
Are the scavenging air pumps	Seamless, lap welded or riveted longitudinal joint	Working pressure by Rules			
Are the scavenging air pumps	Working pressure by Rules	Can the internal surfaces of the receivers be examined			
Are the scavenging air pumps	Can the internal surfaces of the receivers be examined	Is there a drain arrangement fitted at the lowest part of each receiver			
Are the scavenging air pumps	Is there a drain arrangement fitted at the lowest part of each receiver	Is each receiver, which can be isolated,			
Are the scavenging air pumps	Is each receiver, which can be isolated,	What means are provided for cleaning their			
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Are the scavenging air pumps	Is each receiver, which can be isolated,	What means are provided for			

receiver

W320-0014

IS A DONKEY BOILER FITTED? HYDRAULIC TESTS:-

If so, is a report now forwarded? *No*

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS	<i>Dec. 16th 1925</i>	<i>200 lbs/p</i>	<i>570 lbs/p</i>		
COVERS	<i>do</i>	<i>do</i>	<i>do</i>		
JACKETS	<i>do</i>	<i>do</i>	<i>30 lbs/p</i>		
PISTON WATER PASSAGES					
MAIN COMPRESSORS—1st STAGE					
2nd					
3rd					
AIR RECEIVERS—STARTING					
INJECTION					
AIR PIPES					
FUEL PIPES					
FUEL PUMPS	<i>Feb. 2nd 1926</i>	<i>do</i>	<i>100 lbs/p</i>		
SILENCER	<i>do</i>	<i>do</i>	<i>do</i>		
WATER JACKET					
SEPARATE FUEL TANKS					

PLANS. Are approved plans forwarded herewith for shafting
(If not, state date of approval)

SPARE GEAR *Two valves.*

The foregoing is a correct description,

JOHN I. THORNTON & CO. LIMITED.
READING MARINE MOTOR WORKS

Manufacturer.

Lulorgan.

Dec. 16th 1925. Jan. 7th 1926.

Dates of Survey while building
During progress of work in shops -- *Dec. 16th 1925*
During erection on board vessel -- *Jan. 7th 1926*
Total No. of visits *3 in shops*

Dates of Examination of principal parts—Cylinders *16-12-25* Covers *16-12-25* Pistons *16-12-25* Rods *16-12-25* Connecting rods *16-12-25*
Crank shaft *16-12-25* Thrust shaft *16-12-25* Tunnel shafts *16-12-25* Screw shaft *2-2-26* Propeller *2-2-26* Stern tube *2-2-26* Engine seatings *Jan 7th 1926*
Engines holding down bolts *16-12-25* Completion of pumping arrangements *16-12-25* Engines tried under working conditions *Jan 7th 1926*
Completion of fitting sea connections *16-12-25* Stern tube *16-12-25* Screw shaft and propeller *16-12-25*
Material of crank shaft *Steel 28/32* Identification Mark on Do. *LLOYD'S 10307 W/G 18-3-21 H* Material of thrust shaft *Steel 28/32* Identification Mark on Do. *LLOYD'S 10307 W/G 18-3-21 H*
Material of tunnel shafts *Steel 28/32* Identification Marks on Do. *LLOYD'S 10307 W/G 18-3-21 H* Material of screw shafts *Steel 28/32* Identification Marks on Do. *LLOYD'S 10307 W/G 18-3-21 H*

Is the flash point of the oil to be used over 150° F. *Petrol*

Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *Yr Independence III.*

General Remarks (State quality of workmanship, opinions as to class, &c.)
Together with stern gear has been constructed under survey & tried under running conditions. The material & workmanship so far as seen, is good and the machinery will be eligible, in my opinion, for class and to have the record of + LMC (with date) when it has been fitted on board, accordance with the Society's Rules.

The amount of Entry Fee ... £ *9-0-0*
Special ... £ *2-19-10*
Donkey Boiler Fee ... £ *1-3-19*
Travelling Expenses (if any) ... £ *2-19-10*

When applied for, *1925*

When received, *1926*

Committee's Minute

Assigned

FRI. 30 JUL 1926

See Rpt. J.E. pt. no 15370

Arthur R. Palmer
Engineer Surveyor to Lloyd's Register of Shipping



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