

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 55801
-5 JUN 1935

Received at London Office

Date of writing Report 19. When handed in at Local Office 1. 6. 1935 Port of GLASGOW
 Date, First Survey 18th March Last Survey 24th May 1935
 Number of Visits 10

No. in Survey held at
 Reg. Book.

90797 on the Single
Twin
Triple
Quadruple

Screw vessel

M.V. "PACIFIC COAST"

Tons { Gross 1210
 Net 664

Built at

Ardrossan

By whom built

Ardrossan Dockyard & Ship

No. 357

When built

1935

Engines made at

Glasgow

By whom made

British Auxiliaries Ltd.

Engine No. 192

When made

1935

Donkey Boilers made at

✓

By whom made

Coast Line Steamers

Boiler No. ✓

When made

✓

Brake Horse Power

1450

Owners

Coast Line Steamers

Port belonging to

Liverpool

Nom. Horse Power as per Rule

312

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which vessel is intended

Coasting

2 or 4 stroke cycle Single or double acting

OIL ENGINES, &c.—Type of Engines

Maximum pressure in cylinders

Diameter of cylinders

Length of stroke

No. of cylinders

No. of cranks

Mean Indicated Pressure

Is there a bearing between each crank

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge

Revolutions per minute

Flywheel dia.

Weight

Means of ignition

Kind of fuel used

Crank Shaft, dia. of journals

as per Rule

as fitted

Crank pin dia.

Crank Webs

Mid. length breadth

Thickened parallel to axis

shrunk Thickened around eyehole

Flywheel Shaft, diameter

as per Rule

as fitted

Intermediate Shafts, diameter

as per Rule

as fitted

Thrust Shaft, diameter at collars

as per Rule

as fitted

Tube Shaft, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

Is the

tube

screw

shaft fitted with a continuous liner

No

Bronze Liners, thickness in way of bushes

as per Rule

as fitted

Thickness between bushes

as per rule

as fitted

Is the after end of the liner made watertight in the

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 YES If so, state type

U.S.

Length of Bearing in Stern Bush next to and supporting propeller

36"

Propeller, dia.

7'-0"

Pitch

6'-0" max

No. of blades

4

Material

Bronze

whether Moveable

No

Total Developed Surface

18 sq. feet

Method of reversing Engines

Compressed air

Is a governor or other arrangement fitted to prevent racing of the engine when declutched

YES

Means of lubrication

Forced

Thickness of cylinder liners

25.57%

Are the cylinders fitted with safety valves

Yes

Are the exhaust pipes and silencers lagged with

non-conducting material

Yes

If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

FUNNEL

Cooling Water Pumps, No.

One 3" Brysdale 45tm

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Yes

Bilge Pumps worked from the Main Engines, No.

NONE

Diameter

✓

Stroke

✓

Can one be overhauled while the other is at work

✓

Pumps connected to the Main Bilge Line

No. and Size

2. Brysdale 3" 45tm

How driven

Electric driven

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

✓

Ballast Pumps, No. and size

1 off 3" 45tm

Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size

2 off 8000 gallon

per hour.

Are two independent means arranged for circulating water through the Oil Cooler

Yes

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

In Pump Room

Pumps, No. and size:—In Machinery Spaces

3 off 2 1/2" dia

In Holds, &c.

No. 1. Hold 2 @ 3"

No. 2. Hold 2 @ 3" + 1. 4" dia

2 @ 3 1/2" dia

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

Yes

Are the Bilge Suctions in the Machinery Spaces

Yes

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes

Yes

led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

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

above

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

none

What pipes pass through the bunkers

None

How are they protected

✓

What pipes pass through the deep tanks

None

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

None

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.

None

No. of stages

✓

Diameters

✓

Stroke

✓

Driven by

✓

Auxiliary Air Compressors, No.

Two

No. of stages

2

Diameters

✓

Stroke

✓

Driven by

Motor

Small Auxiliary Air Compressors, No.

one

No. of stages

one

Diameters

3"

Stroke

4"

Driven by

Hand

Scavenging Air Pumps, No.

Two

Diameter

850 7/16

Stroke

350 7/16

Driven by

Main engines

Auxiliary Engines crank shafts, diameter

as per Rule

as fitted

Please see Ipswich reports No. 101259/60

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AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule *Yes*

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. *✓* Cubic capacity of each *✓* Internal diameter *✓* thickness *✓*

Seamless, lap welded or riveted longitudinal joint *✓* Material *✓* Range of tensile strength *✓* Working pressure *by Rules* *✓*
Actual *✓*

Starting Air Receivers, No. *Two* Total cubic capacity *See Report No. 55588* Internal diameter *✓* thickness *✓*

Seamless, lap welded or riveted longitudinal joint *✓* Material *✓* Range of tensile strength *✓* Working pressure *by Rules* *✓*
Actual *✓*

IS A DONKEY BOILER FITTED? *No* If so, is a report now forwarded? *✓*

Is the donkey boiler intended to be used for domestic purposes only *✓*

PLANS. Are approved plans forwarded herewith for Shafting *See above report* Receivers *do.* Separate Tanks *✓*

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

SPARE GEAR.

Has the spare gear required by the Rules been supplied *Yes* *See Glasgow report No. 55588*

State the principal additional spare gear supplied

The foregoing is a correct description,
For JOHN G. KINCAID & CO. LIMITED.

Robert Green DIRECTOR Manufacturer.

Dates of Survey while building
During progress of work in shops--
During erection on board vessel--
Total No. of visits *14*

Dates of Examination of principal parts—Cylinders *✓* Covers *✓* Pistons *✓* Rods *✓* Connecting rods *✓*
Crank shaft *✓* Flywheel shaft *✓* Thrust shaft *✓* Intermediate shafts *See Report* Tube shaft *✓*
Screw shaft *See Report* Propeller *23.5.35* Stern tube *See Report* Engine seatings *18.3.35* Engines holding down bolts *10.5.35*
Completion of fitting sea connections *2/4/35* Completion of pumping arrangements *24.5.35* Engines tried under working conditions *24.5.35*
Crank shaft, Material *See Report 55588* Identification Mark *✓* Flywheel shaft, Material *See Report* Identification Mark *✓*
Thrust shaft, Material *do.* Identification Mark *do.* Intermediate shafts, Material *See Report* Identification Marks *do.*
Tube shaft, Material *✓* Identification Mark *✓* Screw shaft, Material *do.* Identification Mark *do.*

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 *No* 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 *No*

Is this machinery duplicate of a previous case *See Report No. 55588* If so, state name of vessel *M.V. BREEZE*

General Remarks (State quality of workmanship, opinions as to class, &c. *These engines have been properly secured on board tried under full working condition and found satisfactory and eligible in my opinion to have the notation + L.M.C. 5.35.*

18/6/35

The amount of Entry Fee .. £ *✓* : When applied for, *2 JUN 1935*
Special £ *✓* :
Donkey Boiler Fee £ *✓* :
Travelling Expenses (if any) £ *2-0-6* : When received, *19.6.35*

Committee's Minute *GLASGOW 4 JUN 1935*

Assigned *+ L.M.C. 5.35*

G. E. Murdoch
Engineer Surveyor to Lloyd's Register of Shipping.



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