

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 ARDROSSAN
Reg. Book. 90797 on the Single Screw vessel M.V. "PACIFIC COAST" Tons {Gross 1210
Net 664

Built at Ardrrossan By whom built Ardrrossan Dockyard 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 Glasgow By whom made British Auxiliaries Ltd. Boiler No. 193 When made 1935
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

OIL ENGINES, &c.—Type of Engines 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 _____
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 _____ shrunk _____ Thickness parallel to axis _____
Flywheel Shaft, diameter as per Rule _____ as fitted _____ Intermediate Shafts, diameter as per Rule 5.784" as fitted 6.0" Thrust Shaft, diameter at collars as per Rule 155 7/16" as fitted 220 7/16"
Tube Shaft, diameter as per Rule _____ as fitted _____ Screw Shaft, diameter as per Rule 6 5/8" as fitted 6 7/8" Is the tube 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 25.5 7/16" Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers insulated or 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" Drysdale 45tm 7/16" 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. Drysdale 3" 45tm per hour. 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 Pumps, No. and size:—In Machinery Spaces 3 off 2 1/2" dia In Pump Room _____
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 _____
Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes 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 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 _____ 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 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

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 Glspt. 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 *Yes*

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	1935 Mar. 18 Apr. 1. 2. 8. 9. 12. 17. 26 May. 10. 16. 17. 21. 23. 24
	14

Dates of Examination of principal parts—Cylinders *✓* Covers *✓* Pistons *✓* Rods *✓* Connecting rods *✓*

Crank shaft *✓* Flywheel shaft *✓* Thrust shaft *✓* Intermediate shafts *See above report* Tube shaft *✓*

Screw shaft *Brunsch* Propeller *2.4.35* Stern tube *Brunsch* Engine seatings *1.4.35* 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 *Glspt. 55588* Identification Mark *✓* Flywheel shaft, Material *do.* Identification Mark *✓*

Thrust shaft, Material *do.* Identification Mark *do.* Intermediate shafts, Material *See above 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 Gls report No. 55588* If so, state name of vessel *M.V. BREEZE.*

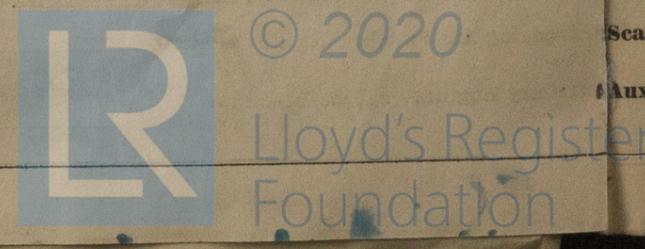
General Remarks (State quality of workmanship, opinions as to class, &c. *These engines have been properly secured on board tried under full working conditions and found satisfactory and eligible in my opinion to have the notation + L.M.C. 5.35.*

18/6/35

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

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

Committee's Minute **GLASGOW** 4 JUN 1935
Assigned *+ L.M.C. 5.35*



GLASGOW

Certificate (if required) to be sent to GLASGOW

Rpt. 4b.
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No. in S. Reg. Book.
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