

REPORT ON OIL ENGINE MACHINERY.

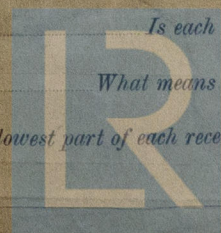
No. 2456

Received at London Office

JUL 1932

4b. Survey Report 25th June 1932 When handed in at Local Office 30th June 1932 Port of Barrow
Survey held at Barrow Date First Survey 18th July 1930 Last Survey 29th June 1932
on the Single Twin Triple Screw vessels Number of Visits 75
Built at Barrow By whom built Lickens-Armstrongs Ltd. Yard No. 666 When built 1932
Boilers made at Barrow By whom made Lickens-Armstrongs Ltd. Engine No. 666 When made 1932
Boilers made at Barrow By whom made Lickens-Armstrongs Ltd. Boiler No. 666 When made 1932
Horse Power 1168 Owners Barrow Port belonging to Barrow
Horse Power as per Rule 1168 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted No

GINES, &c.—Type of Engines Lickens-A.M.N. 2 or 4 stroke cycle 2 Single or double acting Double
Pressure in cylinders 600 lbs. No. of cylinders 6 No. of cranks 6 Diameter of cylinders 23.6
Stroke 35.5 900 Revolutions per minute 130 Means of ignition Compression Kind of fuel used Diesel
Clearance between each crank Yes Span of bearings (Page 92, Section 2, par. 7 of Rules) 32.3
Distance between centres of main bearings 45.3 Is a flywheel fitted Yes Diameter of crank shaft journals as per Rule
Diameter of crank pins 16.5 Breadth of crank webs as per Rule Thickness of ditto as per Rule
Diameter of flywheel shaft as per Rule Diameter of tunnel shaft as per Rule Diameter of thrust shaft as per Rule
Is the screw shaft fitted with a continuous liner the whole length of the stern tube Yes
If the liner is in more than one length are the joints burned Yes
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 Yes
Is the shaft lapped or protected between the liners Yes
Length of stern bush 16.5 Diameter of propeller 16.5
No. of blades 4 state whether moveable Yes Total surface 1.7415 square feet
Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Thickness of cylinder liners 1.7415
Are the exhaust pipes and silencers water cooled or lagged with Yes
If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine Yes
No. of cooling water pumps One Is the sea suction provided with an efficient strainer which can be cleared Yes
No. of bilge pumps fitted to the main engines One Diameter of ditto 1.7415 Stroke 1.7415
No. of auxiliary pumps connected to the main bilge lines One How driven Electric
No. and sizes of suction connections connected to both main bilge pumps and auxiliary bilge pumps:—In engine room One
No. of ballast pumps One How driven Electric Sizes of pumps 1.7415
Is a separate auxiliary pump suction fitted in Yes
Are all the bilge suction pipes fitted with roses Yes Are the roses in Engine Room always accessible Yes
Are all connections with the sea direct on the skin of the ship Yes
Are they fixed sufficiently high on the ship's side to be seen without lifting the floor plates Yes
Are they each fitted with a discharge valve always accessible on the plating of the vessel Yes
Are the bilge suction pipes, cocks and valves arranged so as to prevent any Yes
Is the screw shaft tunnel watertight Yes Is it fitted with a watertight door Yes
If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork Yes
No. of stages One Diameters 1.7415 Stroke 1.7415 Driven by Electric
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Are the air compressors and their coolers made so as to be easy of access Yes
No. of high pressure air receivers One Internal diameter 1.7415 Cubic capacity of each 1.7415
Seamless, lap welded or riveted longitudinal joint Yes Range of tensile strength 1.7415
Working pressure by Rules 1.7415 No. of starting air receivers One Internal diameter 1.7415
Material 1.7415 Seamless, lap welded or riveted longitudinal joint Yes
Working pressure by rules 1.7415 Is each receiver, which can be isolated, Yes
Can the internal surfaces of the receivers be examined Yes What means are provided for cleaning their Yes
Is there a drain arrangement fitted at the lowest part of each receiver Yes



IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

HYDRAULIC TESTS:—

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS	29/10/30 to 15/12/30	600 lb.	1000 lb.	42	
" " COVERS	5/12/30 to 26/2/31	600 lb.	1000 lb.	42	
" " JACKETS.....	— to —	15 lb.	60 lb.	42	
" PISTON WATER PASSAGES.....	18/11/30 to 25/11/30		300 lb.	42	
MAIN COMPRESSORS—1st STAGE.....					
" 2nd "					
" 3rd "					
AIR RECEIVERS—STARTING					
" INJECTION					
AIR PIPES & Connections.....	13/11/30 to 16/2/31	350 lb.	400 lb.	42	Relief valve on Air to 1350 lb.
FUEL PIPES	6/2/31 to 23/2/31	4000 lb.	6000 lb.	42	
FUEL PUMPS	11/12/30 to 3/3/31	— to —	— to —	42	
SILENCER					
" WATER JACKET					
SEPARATE FUEL TANKS					

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

Receivers

Separate Tanks

SPARE GEAR

The foregoing is a correct description,

Vickers Armstrongs Ltd. per D. M. Meikle Manufacturer.

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

Dates of Examination of principal parts—Cylinders 29/10/30 to 15/12/30 Covers 5/12/30 to 26/2/31 Pistons 4/10/30 to 25/11/30 Rods 22/12/30 Connecting rods 22/12/30

Crank shaft 13/11/30 Thrust shaft Tunnel shafts Screw shaft Propeller Stern tube Engine seatings

Engines holding down bolts Completion of pumping arrangements Engines tried under working conditions

Completion of fitting sea connections Stern tube Screw shaft and propeller

Material of crank shaft Eng. Steel Identification Mark on Do. 564 W.C. Material of thrust shaft Identification Mark on Do.

Material of tunnel shafts Identification Marks on Do. Material of screw shafts Identification Marks on Do.

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

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.) This engine has been built under special supervision and materials are good. The test bed trials have been witnessed and proved satisfactory for running under full power and maneuvering (Engine for trial)

This engine has been satisfactorily fitted on board the M/S BRITISH PETROL, and tested under working conditions at wharf and at sea.

Arduatt 22/2/38

The amount of Entry Fee ... £ : : When applied for, Special ... £ 129 : 4 : 28/1/1932 Donkey Boiler Fee ... £ : : When received, Travelling Expenses (if any) £ : : 26/7/32

Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute

Assigned

Not for Classing Committee



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