

REPORT ON OIL ENGINE MACHINERY.

No. 51965
2 DEC 1931

Received at London Office

of writing Report 30th Nov 1931 When handed in at Local Office 30th Nov 1931 Port of **GLASGOW**
Date, First Survey 11th Aug 1930 Last Survey 8th Dec 1931
Number of Visits 2

in Survey held at **Glasgow**
Book No. **718** on the **Single** Screw vessel **"CONCH"**
Tons: Gross **8376**, Net **4953**

at **Glasgow** By whom built **Harland & Wolff Ltd.** Yard No. **909A**. When built
By whom made **do.** Engine No. **909** When made **1931-12**
By whom made **do.** Boiler No. **909** When made **1931**
Boilers made at **Belfast** Owners **Anglo-Saxon Petroleum Co. Ltd.** Port belonging to **London**
Horse Power **4200** Is Refrigerating Machinery fitted for cargo purposes **No** Is Electric Light fitted **Yes**
Horse Power as per Rule **876**

for which vessel is intended **Foreign** 27 1/2 53 1/2

ENGINES, &c. Type of Engines **Vertical reciprocating** 2 or 4 stroke cycle **4** Single or double acting **Single**
Mean pressure in cylinders **500 lbs./sq. in.** Diameter of cylinders **400 cms.** Length of stroke **1400 lbs.** No. of cylinders **12** No. of cranks **12**
Bearings, adjacent to the Crank, measured from inner edge to inner edge **970 cms.** Is there a bearing between each crank **Yes**
Revolutions per minute **120** Wheel dia. **2218.5 cms.** Weight **1075 lbs.** Means of ignition **Compression** Kind of fuel used **Heavy oil**

Shaft, dia. of journals as per Rule **442 cms.** Crank pin dia. **456 cms.** Crank Webs Mid. length breadth **732 cms.** Thickness parallel to axis **285 cms.**
as fitted **456 cms.** Crank pin dia. **456 cms.** Crank Webs Mid. length thickness **285 cms.** Thickness around eyehole **250 cms.**

Intermediate Shafts, diameter as per Rule **1'-3 3/4"** Thrust Shaft, diameter at collars as per Rule **1'-2 1/8"**
as fitted **do.** as fitted **do.**

Screw Shaft, diameter as per Rule **25 3/2"** Is the tube screw shaft fitted with a continuous liner **Yes**
as fitted **1'-3"** as fitted **19 3/2"**

Liners, thickness in way of bushes as per Rule **13/16"** Thickness between bushes as per rule **2 1/32"** Is the after end of the liner made watertight in the
as fitted **13/16"** as fitted **2 1/32"** **Yes**

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner **Yes**
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**
Liners are fitted, is the shaft lapped or protected between the liners **Yes** Is an approved Oil Gland or other appliance fitted at the after end of the tube **Yes**

Propeller, dia. **14'-6"** Pitch **11'-10"** No. of blades **3 each** Material **Brass** whether Moveable **No** Total Developed Surface **53** sq. feet
Length of Bearing in Stern Bush next to and supporting propeller **5'-0"**

Means of reversing Engines **Compressed air** Is a governor or other arrangement fitted to prevent racing of the engine when declutched **Yes** Means of lubrication
Thickness of cylinder liners **50 to 30 cms.** Are the cylinders fitted with safety valves **Yes** Are the exhaust pipes and silencers water cooled or lagged with
lagged **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**

Water Pumps, No. **4** Is the sea suction provided with an efficient strainer which can be cleared within the vessel **Yes**
No. **2** Diameter **165 cms.** Stroke **300 cms.** Can one be overhauled while the other is at work **Yes**
connected to the Main Bilge Line No. and Size **2-off 8" x 8" x 10" Duplex** How driven **Steam**

Pumps, No. and size **2-off 8" x 8" x 10" Duplex** Lubricating Oil Pumps, including Spare Pump, No. and size **6-off each 40 lbs./hr.**
Independent means arranged for circulating water through the Oil Cooler **Yes** Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
and size: In Machinery Spaces **2 @ 3 1/2", 2 @ 2 1/2", 2 @ 2 1/2" from apparatus** In Pump Rooms **2 @ 2", 2 @ 3"**

Direct Suctions to the Engine Room Bilges, No. and size **1 @ 5", 2 @ 6"**
The Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes **Yes** Are the Bilge Suctions in the Machinery Spaces
easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges **Yes**

Sea Connections fitted direct on the skin of the ship **Yes** Are they fitted with Valves or Cocks **Both**
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**

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 **Yes**
How are they protected **Yes**

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