

REPORT ON OIL ENGINE MACHINERY.

No. 92560

Received at London Office 21

20 AUG 1935 Port of NEWCASTLE-ON-TYNE

12/8/35 When handed in at Local Office

Date, First Survey 3 June 1935 Last Survey 10/8/1935

Survey held at Newcastle

Number of Visits 26

on the ^{Single} Twin ^{Triple} Screw vessel

M. V. JOSEPH MEDILL

Tons { Gross 2087 Net 1607

at Newcastle

By whom built Swan, Hunter & Wigham Richardson Ltd

Card No. 1504 When built 1935

By whom made M. A. N. A/G

Engine No. When made 1935

Boilers made at Augsburg, Germany

By whom made

Boiler No. When made

Key Boilers made at None

Owners Quebec & Ontario Transportation Co. Ltd

Port belonging to Montreal

ke Horse Power 1200/1000

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted yes

u. Horse Power as per Rule 245

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted yes

de for which vessel is intended

ENGINE, &c. Type of Engines ^{Heavy Oil} ^{Trunk piston} solid injection 2 or 4 stroke cycle 2 Single or double acting S.A.

imum pressure in cylinders Indicated Pressure 5.6 Kgs. Diameter of cylinders 300 mm Length of stroke 420 mm No. of cylinders 10 No. of cranks 10

of bearings, adjacent to the Crank, measured from inner edge to inner edge 340 mm Is there a bearing between each crank yes

tutions per minute 345/353 Flywheel dia. 1000 mm Weight 1000 Kgs Means of ignition Compression Kind of fuel used Diesel Oil

nk Shaft, dia. of journals as per Rule 190 mm Crank pin dia. 190 mm Crank Webs Mid. length breadth 300 mm Mid. length thickness 96 mm Thickness parallel to axis shrunk Thickness around eyehole

heel Shaft, diameter as per Rule on engine Coupling Intermediate Shafts, diameter as per Rule 121 mm Thrust Shaft, diameter at collars as per Rule on crank 5/16

e Shaft, diameter as per Rule as fitted 5 3/2 Is the screw shaft fitted with a continuous liner yes

ize Liners, thickness in way of bushes as per Rule 1/2 Thickness between bushes as fitted 4/3 Is the after end of the liner made watertight in the

ller boss yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner one length

e 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 tight fit

o 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

No If so, state type Length of Bearing in Stern Bush next to and supporting propeller 2'-0"

eller, dia. 5'-3 1/2 Pitch 4'-0" No. of blades 4 Material Bronze whether Moveable Solid Total Developed Surface 11.9 sq. feet

od of reversing Engines Compound Air Is a governor or other arrangement fitted to prevent racing of the engine when disengaged yes Means of lubrication

ed Thickness of cylinder liners 20 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with

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

ing Water Pumps, No. 2 Engine Driven Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes

e Pumps worked from the Main Engines, No. 2 Diameter 100 mm Stroke 90 mm Can one be overhauled while the other is at work yes

ps connected to the Main Bilge Line No. and Size 2 How driven From Shaft Motor

e 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

gements Fast Pumps, No. and size One 350 Gals/hr Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 3 - 10 Gals/hr

eco independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

ps, No. and size: - In Machinery Spaces 2-2 1/2" x 2-2" In Pump Room

olds, &c. 6-3", 2-2 1/2" x 1-2" dependent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2-4"

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

om easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges yes Both

all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks

oy 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

hey 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

pipes pass through the bunks None How are they protected

pipes pass through the deep tanks None Have they been tested as per Rule

ll Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes

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

artment to another yes Is the Shaft Tunnel watertight None Is it fitted with a watertight door worked from

ood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Air Compressors, No. None No. of stages 2 Diameters 30 cub ft free air per minute Stroke 80 mm Driven by Elect. Motor

iliary Air Compressors, No. 2 No. of stages 2 Diameters 80/70 mm Stroke 80 mm Driven by Main engine

l Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 80/70 mm Stroke 80 mm Driven by Main engine

nging Air Pumps, No. 1 Root type blowers Diameter 5600 mm Stroke 5600 mm

iliary Engines crank shafts, diameter as per Rule as fitted See Grimsby Report No 19372.

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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. *None* Cubic capacity of each *✓* Internal diameter *✓* thickness *✓*
 Seamless, lap welded or riveted longitudinal joint *✓* Material *✓* Range of tensile strength *✓* Working pressure *✓*
Starting Air Receivers, No. *2* Total cubic capacity *180 cu ft* Internal diameter *3'-6"* thickness *11/16"*
 Seamless, lap welded or riveted longitudinal joint *T.R.P.S. S.P.P.* Material *Steel* Range of tensile strength *29/33* Working pressure *by Rules 432 Actual 427*

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 *yes* Receivers *yes* Separate Tanks *yes*
 (If not, state date of approval)
 Donkey Boilers *✓* General Pumping Arrangements *yes* Oil Fuel Burning Arrangements *✓*

SPARE GEAR.

Has the spare gear required by the Rules been supplied *yes*

State the principal additional spare gear supplied *2 Propellers, 1 set bearing liners, 1 Brush holder & 1 set of brushes for generator; 1 line brush holder & 1 set brushes each for Stand-by lub. oil pump and Oil fuel transfer pump; 1 pump impeller, 1 set of brushes & 1 impeller spindle each for General Service pump & Stand-by Cooling Water pump.*

FOR THE MANUFACTURER
 The foregoing is a correct description,

G. F. Stueby
 DIRECTOR

Manufacturer.

Dates of Survey while building
 During progress of work in shops - *1935.*
 During erection on board vessel - *June. 3, 5, 6, 7, 11, 12, 13, 14, 17, (18), 19, 28, July. 3, 5, 8, 9, 18, 22, 23, 24, 25, 26, 30, Aug. 9, 10.*
 Total No. of visits *26*

Dates of Examination of principal parts—Cylinders *✓* Covers *✓* Pistons *✓* Rods *✓* Connecting rods *✓*
 Crank shaft *✓* Flywheel shaft *✓* Thrust shaft *✓* Intermediate shafts *19-6-35* Tube shaft *✓*
 Screw shaft *19-6-35* Propeller *19-6-35* Stern tube *28/6/35* Engine seatings *19-6-35* Engines holding down bolts *26/4/35*
 Completion of fitting sea connections *19-6-35* Completion of pumping arrangements *30-7-35* Engines tried under working conditions *30-7-35*
 Crank shaft, Material *✓* Identification Mark *✓* Flywheel shaft, Material *✓* Identification Mark *✓*
 Thrust shaft, Material *✓* Identification Mark *✓* Intermediate shafts, Material *Steel* Identification Marks *4920 J.*
 Tube shaft, Material *✓* Identification Mark *✓* Screw shaft, Material *Steel* Identification Mark *4920 J.*

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 *✓*

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.)

The machinery of this vessel has been constructed under special supervision in accordance with the Rules of this Society and approved plans. The materials and workmanship are good. The machinery has been installed on board and satisfactorily tested under working conditions. The vessel is eligible in my opinion to have the record of + L.M.C. 8-35 and notation T.S.C.L.

The amount of Entry Fee *1.5* £ *13 : 0-0* When applied for, *20 AUG 1935*
 Special *2 Air Receivers* *5* £ *4 : 4-0* When received, *24-8-35*
 Donkey Boiler Fee *✓*
 Travelling Expenses (if any) £ *✓* *24/8*

Committee's Minute

Assigned

+ L.M.C. 8-35 oil Eng
CH

A. Riddell
 Engineer Surveyor to Lloyd's Register of Shipping.



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