

REPORT ON OIL ENGINE MACHINERY.

No. 13526

23 SEP 1936

Date of writing Report 22nd Sept 1936 When handed in at Local Office 22nd Sept 1936 Port of BRISTOL

No. in Survey held at DURSLEY Date, First Survey 20th July Last Survey 21st Sept 1936

Single }
Twin }
Triple } Screw vessel
Quadruple }

CHAGFORD

Tons { Gross
Net

built at By whom built Yard No. When built
Engines made at Sursley By whom made R.A. Lister & Co. Engine No. 353736 When made 1936
Donkey Boilers made at By whom made Boiler No. When made
Brake Horse Power 7 Owners Port belonging to
Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
Trade for which vessel is intended

L ENGINES, &c.—Type of Engines C.I. Airless Injection 2 or 4 stroke cycle 4 Single or double acting Single

Maximum pressure in cylinders 750 lb Diameter of cylinders 4.5" Length of stroke 4.375 No. of cylinders one No. of cranks one

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 4.875 Is there a bearing between each crank

Revolutions per minute 1100 Flywheel dia. 18.75 Weight 3000 lb Means of ignition Compression Kind of fuel used Diesel oil

Crank Shaft, dia. of journals as per Rule 2.375 Crank pin dia. 2.75 Crank Webs Mid. length breadth 3.5 Thickness parallel to axis
as fitted Flywheel Shaft, diameter as per Rule 2.25 Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule
as fitted

Tube Shaft, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner

Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule 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

If so, state type Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet

Method of reversing Engines Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication

Thickness of cylinder liners .26 Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with

non-conducting material No If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

Working Water Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Large Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and Size How driven

Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size

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

Pumps, No. and size:—In Machinery Spaces

Holds, &c.

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 Are the Bilge Suctions in the Machinery Spaces

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

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

Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates Are the Overboard Discharges above or below the deep water line

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate

Do all pipes pass through the bunkers How are they protected

Do all 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

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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

On 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. No. of stages Diameters Stroke Driven by

Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

All Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

Refrigerating Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule

as fitted

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

Can the internal surfaces of the receivers be examined What means are provided for cleaning their inner surfaces

Is there a drain arrangement fitted at the lowest part of each receiver

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

Starting Air Receivers, No. Total cubic capacity Internal diameter thickness

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

© 2019 Lloyd's Register Foundation

WS18-0263

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting 24/10/34
(If not, state date of approval)

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

The foregoing is a correct description,

See per R.A. Lister & Son (Marine Sales Dept.) Manufacturer.

Dates of Survey while building

During progress of work in shops - - 20th July 21st Sept
During erection on board vessel - -
Total No. of visits 2

Dates of Examination of principal parts—Cylinders 20-7-36 Covers 20-7-36 Pistons 20-7-36 Rods ✓ Connecting rods 20-7-36

Crank shaft 20-7-36 Flywheel shaft 20-7-36 Thrust shaft ✓ Intermediate shafts ✓ Tube shaft ✓

Screw shaft ✓ Propeller ✓ Stern tube ✓ Engine seatings ✓ Engines holding down bolts ✓

Completion of fitting sea connections ✓ Completion of pumping arrangements ✓ Engines tried under working conditions 21-9-36

Crank shaft, Material Steel Identification Mark M474 Flywheel shaft, Material Steel Identification Mark M474

Thrust shaft, Material Identification Mark Intermediate shafts, Material Identification Marks

Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark

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

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo If so, have the requirements of the Rules been complied with

Is this machinery duplicate of a previous case If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)

All parts of this engine have been exam^d before being assembled & afterwards tested on the test bed & found satisfactory

It has been sent to the Hamworthy Eng. Co, their order N. 51930. (See also order N. M667) issued to the Capt. the principal of the vessel N. 323.

Certificate (if required) to be sent to
(The Stewards are requested not to write on or below the space for Committee's Minutes.)

The amount of Entry Fee ... £	:	:	When applied for,
Special ... £	3	3	<u>0.22nd 1936</u>
Donkey Boiler Fee ... £	:	:	When received,
Travelling Expenses (if any) £	:	9	<u>0.20/10/1936</u>

Committee's Minute

Assigned

TUE 26 JAN 1937

See Sub JE. 47544

John W. Gwynne

Engineer Surveyor to Lloyd's Register of Shipping.



© 2019

Lloyd's Register Foundation