

REPORT ON OIL ENGINE MACHINERY.

No. 57875

13 JAN 1937

Received at London Office

Date of writing Report

19

When handed in at Local Office

7. 1.

37 Port of

Glasgow

No. in Survey held at
Reg. Book.

Date, First Survey

27. 7. 36

Last Survey

22. 1. 36

Number of Visits

15

Single
on the Twin
Triple
Quadruple

Screw vessel

Master Vicks - Annations yard No. 426

Tons
Gross
Net

Built at

By whom built

Yard No.

When built

Engines made at

By whom made

Engine No.

When made

Donkey Boilers made at

By whom made

Boiler No.

When made

Brake Horse Power

500

Owners

Port belonging to

Nom. Horse Power as per Rule

125

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Trade for which vessel is intended

OIL ENGINES, &c. Type of Engines Heavy oil (4447 type) 2 or 4 stroke cycle 2 Single or double acting Single

Maximum pressure in cylinders

480 lbs

Diameter of cylinders

340%

Length of stroke

570%

No. of cylinders

4

No. of cranks

4

Mean Indicated Pressure

95

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge

484%

Is there a bearing between each crank

y/s

Revolutions per minute

220

Flywheel dia.

1550%

Weight

1.99 tons

Means of ignition

Comp.

Kind of fuel used

Dried oil

Crank Shaft, dia. of journals

as per Rule 211%

as fitted 220%

Crank pin dia.

220%

Crank Webs

Mid. length breadth 308%

Mid. length thickness 122%

Thickness parallel to axis

shrunk

Thickness around eyehole

Flywheel Shaft, diameter

as per Rule 211%

as fitted 220%

Intermediate Shafts, diameter

as per Rule 134%

as fitted

Thrust Shaft, diameter at collars

as per Rule 144%

as fitted 260%

Tube Shaft, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

Is the tube

screw

shaft fitted with a continuous liner

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

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 Direct

Is a governor or other arrangement fitted to prevent racing of the engine when disengaged

y/s

Means of lubrication

Lined

Thickness of cylinder liners

26.5%

Are the cylinders fitted with safety valves

y/s

Are the exhaust pipes and silencers water cooled or lagged with

non-conducting material

y/s

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

Cooling Water Pumps, No. 10/120% x 140% DA

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Bilge Pumps worked from the Main Engines, No. 1

Diameter

90%

Stroke

140%

Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line

No. and Size

How driven

Is the cooling water led to the bilges

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

Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size

Are 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

In Pump Room

In Holds, &c.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

Are the Bilge Suctions in the Machinery Spaces

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

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

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

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

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

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. 1

No. of stages

2

Diameters

175% x 70%

Stroke

350%

Driven by Main Eng.

Auxiliary Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

Small Auxiliary Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

Scavenging Air Pumps, No. 1

Diameter

470%

Stroke

350%

Driven by

do.

Auxiliary Engines crank shafts, diameter

as per Rule

as fitted

No.

Position

Lloyd's Register

Foundation

W81-0089

