

REPORT ON OIL ENGINE MACHINERY.

No. 103790

Received at London Office

19 DEC 1936

Port of London

Writing Report 30 November 36 When handed in at Local Office

in Survey held at Newbury

Date, First Survey 23 October

Last Survey 11 November 1936

Number of Visits Two

on the Single Twin Triple Quadruple Screw vessel

Tons { Gross
Net

built at Barrow

By whom built Vickers Armstrong & Co.

Yard No. 726 When built

engines made at Glasgow

By whom made J. & W. Brown

Engine No. When made

Boilers made at Newbury

By whom made J. & W. Brown

CONTRACT No. R8972 When made 1936

Horse Power 500

Owners

Port belonging to

Horse Power as per Rule 125

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

for which vessel is intended

ENGINES, &c.—Type of Engines Heavy oil 2 or 4 stroke cycle 2 Single or double acting single

Mean pressure in cylinders — Diameter of cylinders 34 1/2" Length of stroke 57 1/2" No. of cylinders 4 No. of cranks —

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

Revolutions per minute 220 Flywheel dia. 155 1/2" Weight 2030 Kgs. Means of ignition — Kind of fuel used —

Crank Shaft, dia. of journals as per Rule — as fitted — Crank pin dia. — Crank Webs Mid. length breadth shrunk Thickness parallel to axis

Intermediate Shafts, diameter as per Rule 5 1/4" as fitted 5 13/16" Thrust Shaft, diameter at collars as per Rule — as fitted —

Wheel Shaft, diameter as per Rule — as fitted — Intermediate Shafts, diameter as per Rule 6 3/32" as fitted 6 1/2" Is the tube screw shaft fitted with a continuous liner

Shaft, diameter as per Rule — as fitted — Screw Shaft, diameter as per Rule 6 3/32" as fitted 6 1/2" Is the after end of the liner made watertight in the

Size of Liners, thickness in way of bushes as per Rule — as fitted — Thickness between bushes as per rule — as fitted —

Is the liner in more than one length are the junctions made by fusion through the whole thickness of the liner

Is 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

Is an approved Oil Gland or other appliance fitted at the after end of the tube

Is the shaft lapped or protected between the liners

Length of Bearing in Stern Bush next to and supporting propeller 27"

Pitch 5' 3" No. of blades 3 Material Brass whether Moveable Solid Total Developed Surface 18.0 sq. feet

ed of reversing Engines — Is a governor or other arrangement fitted to prevent racing of the engine when disengaged — Means of lubrication

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

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

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

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

ps connected to the Main Bilge Line { No. and Size — How driven —

ast 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

ps, No. and size:—In Machinery Spaces — In Pump Room

olds, &c. —

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

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

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

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

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

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

t pipes pass through the bunkers — How are they protected

t pipes pass through the deep tanks — Have they been tested as per Rule

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

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

partment to another — Is the Shaft Tunnel watertight — Is it fitted with a watertight door — worked from

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

ain Air Compressors, No. — No. of stages — Diameters — Stroke — Driven by

uxiliary Air Compressors, No. — No. of stages — Diameters — Stroke — Driven by

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

avenging Air Pumps, No. — Diameter — Stroke — Driven by

uxiliary Engines crank shafts, diameter as per Rule — as fitted —

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

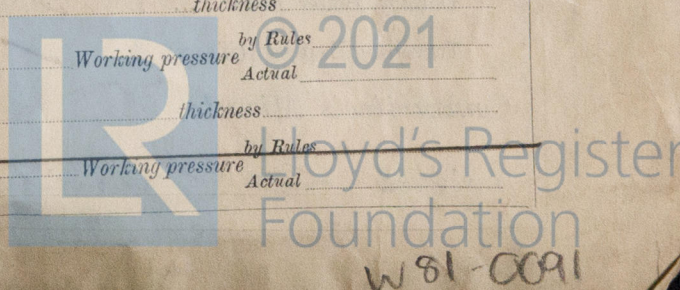
in the internal surfaces of the receivers be examined and cleaned — Is a drain fitted at the lowest part of each receiver

igh 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 — Actual —

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 — Actual —



W 81-0091

IS A DONKEY BOILER FITTED?

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 30.7.36
(If not, state date of approval)

Receivers ☒

Separate Tanks ☒

Donkey Boilers ☒

General Pumping Arrangements ☒

Oil Fuel Burning Arrangements ☒

SPARE GEAR.

Has the spare gear required by the Rules been supplied? ☒

State the principal additional spare gear supplied 1 Cast Iron Propeller ☒

The foregoing is a correct description.

Manufacturer.

Dates of Survey while building
During progress of work in shops - 1936. Oct 23 Nov 11
During erection on board vessel - ☒
Total No. of visits 2

Dates of Examination of principal parts—Cylinders ☒ Covers ☒ Pistons ☒ Rods ☒ Connecting rods ☒

Crank shaft ☒ Flywheel shaft ☒ Thrust shaft ☒ Intermediate shafts 11.11.36 Tube shaft ☒

Screw shaft 11.11.36 Propellers 11.11.36 Stern tube 23.10.36 Engine seatings ☒ Engines holding down bolts ☒

Completion of fitting sea connections ☒ Completion of pumping arrangements ☒ Engines tried under working conditions ☒

Crank shaft, Material ☒ Identification Mark ☒ Flywheel shaft, Material ☒ Identification Mark ☒

Thrust shaft, Material ☒ Identification Mark ☒ Intermediate shafts, Material 4.2. Steel Identification Marks ☒

Tube shaft, Material ☒ Identification Mark ☒ Screw shaft, Material 4.2. Steel 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? ☒

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? ☒ If so, state name of vessel. No

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

This stern gear has been examined during machining and when finished. The materials used have been made at Works approved by the Committee and tested by the Surveyors to this Society. It has now been dispatched to Banow for fitting on board.

Attached hereto: Longing Certificate on 11.

The amount of Entry Fee .. £

Special Mel. fee .. £ 6.6-0

Donkey Boiler Fee ... £

Travelling Expenses (if any) £

When applied for,

19 DEC 1936

When received,

27/2/37

Committee's Minute

Assigned See minute on Bm 2645

Geo. A. Raing
Engineer Surveyor to Lloyd's Register of Shipping.



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