

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

29 APR 1936

No. 19557A
23 NOV 1935

Date of writing Report 22nd Nov 1935 When handed in at Local Office 22nd Nov 1935 Port of Grimsby.
No. in Survey held at Lincoln Reg. Book. "SIMNIA"
Date, First Survey 8th August Last Survey 21st Nov 1935
Number of Visits 25
on the Single } Screw vessel (961) ~~Simnia~~ 961/25
Twin }
Triple }
Quadruple }
Built at Belfast By whom built Harland & Wolff. Yard No. 961 When built 1935.
Engines made at Lincoln By whom made Ruston & Hornsby, Ltd. Engine No. 177449 When made 1935.
Donkey Boilers made at By whom made 177450 Boiler No. When made
Brake Horse Power 60 each Owners Port belonging to
Nom. Horse Power as per Rule 18.6 each Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
Trade for which vessel is intended [Two engines - Type 3 VCRZ]

II. ENGINES, &c. Type of Engines Airless injection, cold starting 2 or 4 stroke cycle 4 Single or double acting single
Maximum pressure in cylinders 700 lbs. Diameter of cylinders 8" Length of stroke 10 3/4" No. of cylinders 3 No. of cranks 3.
Mean Indicated Pressure 81.5 lbs. Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 9 1/2" Is there a bearing between each crank yes.
Revolutions per minute 450 Flywheel dia. 3' 4" Weight 19 cwt. Means of ignition Compression Kind of fuel used Crude oil.
Crank Shaft, dia. of journals as approved. 6" Crank pin dia. 4 3/4" Crank Webs Mid. length breadth 8" Thickness parallel to axis
as fitted 6" Mid. length thickness 2 1/2" Thickness around eyehole
Flywheel Shaft, diameter as approved. 6" Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule
as fitted 6" as fitted as fitted
Tube Shaft, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube screw shaft fitted with a continuous liner
as fitted as fitted
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
as fitted as fitted
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
forced Thickness of cylinder liners 3/4" Are the cylinders fitted with safety valves yes. Are the exhaust pipes and silencers water cooled or lagged with
non-conducting material water 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. one Is the sea suction provided with an efficient strainer which can be cleared within the vessel
Bilge 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
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 one geared.
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 all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Are the Bilge Suctions in the Machinery Spaces
and 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
That pipes pass through the bunkers How are they protected
That 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. No. of stages Diameters Stroke Driven by
Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by
Small Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by
Savenging Air Pumps, No. Diameter Stroke Driven by
Auxiliary Engines crank shafts, diameter as per Rule
as fitted



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AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule 4

Can the internal surfaces of the receivers be examined and cleaned ✓

Is a drain fitted at the lowest part of each receiver ✓

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 by Rules ✓

Actual ✓

Starting Air Receivers, No. *None*

Total cubic capacity ✓

Internal diameter ✓

thickness ✓

Seamless, lap welded or riveted longitudinal joint ✓

Material ✓

Range of tensile strength ✓

Working pressure by Rules ✓

Actual ✓

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 *11.11.32*

(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 *yes*

State the principal additional spare gear supplied ✓

The foregoing is a correct description,

R. Onions 18/11/35

Manufacturer.

Dates of Survey while building
During progress of work in shops-- 1935: Aug 8.22.26.29. Sep 5.9.12.26. Oct 3.7.10.11.15.16.21.23.24.28.31. Nov 4.7.11.14.18.21
During erection on board vessel--
Total No. of visits *25*

Dates of Examination of principal parts—Cylinders *11.15.10.35* Covers *11.15.10.35* Pistons *11.15.10.35* Rods ✓
Crank shaft *11.16.10.35* Flywheel shaft *11.16.10.35* 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 *31.10.35*
Crank shaft, Material *Sm. Steel* Identification Mark *3226E + F* Flywheel shaft, Material *Sm. Steel* Identification Mark *3226E + F*
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 ✓

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 *yes*. If so, state name of vessel *Grimsby Report No 18653, M. "Inchanga"*
General Remarks (State quality of workmanship, opinions as to class, &c.) *Same type, now 3 instead of 5 cylinders.*

The workmanship & materials are good.

The engines have been built under Special Survey in accordance with the Rules & Approved plans. Trials were carried out at the Maker's works under brake load with satisfactory results. The engines are being despatched to Messrs Harland & Wolff, Belfast, to the order of Messrs Peter Brotherhood & Co. & will be fitted on board the vessel being built at that yard.

Ref No. P/W/5563/3

The amount of Entry Fee .. £	When applied for,
Special ...	19
Donkey Boiler Fee	When received,
Travelling Expenses (if any)	19

Committee's Minute

Assigned

J. L. Lidditch
Engineer Surveyor to Lloyd's Register of Shipping.



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