

# REPORT ON OIL ENGINE MACHINERY.

No. 8754  
12 MAY 1931

Received at London Office

Date of writing Report 7<sup>th</sup> May 1931. When handed in at Local Office 7<sup>th</sup> May 1931 Port of Dundee.

No. in Survey held at Dundee. Date, First Survey 13<sup>th</sup> Jan 1931 Last Survey 28<sup>th</sup> April 1931. Number of Visits 20.

Single }  
Twin }  
Triple }  
Quadruple } Screw vessel Oil Tank Vessel "BRALANTA"

on the }  
Screw vessel }  
Oil Tank Vessel }  
"BRALANTA"

Tons }  
Gross }  
Net }

in with Built at Dundee. By whom built Caldon. S. & E. Co. Ltd. Yard No. 336 When built 1931.

Engines made at Gothenburg By whom made Yotawerken. Engine No. When made 1931

Donkey Boilers made at Dundee. By whom made Caldon S. & E. Co. Ltd. Boiler No. 540 When made 1931.

Brake Horse Power Owners Port belonging to

Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted

Trade for which vessel is intended Carrying Petroleum in Bulk

## ALL ENGINES, &c.—Type of Engines 2 or 4 stroke cycle 4 Single or double acting Single

Maximum pressure in cylinders Diameter of cylinders Length of stroke No. of cylinders No. of cranks

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

Revolutions per minute Flywheel dia. Weight 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 Mid. length thickness Thickness parallel to axis Thickness around eye-hole

Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted Thrust Shaft, diameter at collars as per Rule as fitted

Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the tube 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

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 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 non-conducting material

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. 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

Ballast Pumps, No. and size 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 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 Yes Are they fitted with Valves or Cocks Both

Are they 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

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 Yes

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. 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

Scavenging Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule as fitted No. Position

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

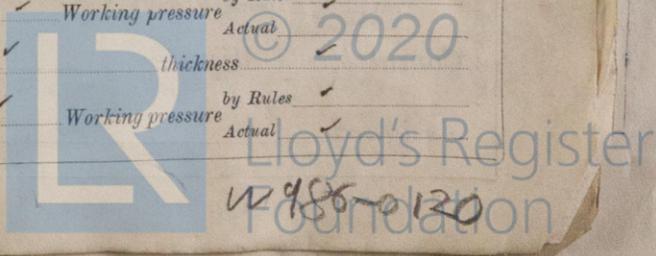
Can the internal surfaces of the receivers be examined and cleaned Is a drain fitted at the lowest part of each receiver

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 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



IS A DONKEY BOILER FITTED?

yes.

If so, is a report now forwarded?

yes.

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting (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

The foregoing is a correct description,

For THE CALEDON SHIPBUILDING CO. LTD.

W. S. Thompson

Manufacturer.

Dates of Survey while building: During progress of work in shops - Jan 13, Feb 11, 16, 24, MARCH 5, 6, 12, 23 = 8; During erection on board vessel - MARCH 24, 25, 26, 27, APRIL 6, 7, 9, 10, 14, 16, 20, 28 = 12; Total No. of visits 20

Dates of Examination of principal parts: Crank shaft, Flywheel shaft, 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, Identification Marks for various shafts and materials.

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 No. 334. Dundee Report No. 844

General Remarks

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

The machinery, as under, of this vessel has been constructed under Special Survey in accordance with the approved Plans & the Rules of this Society, the materials & workmanship are good. The Donkey Boilers have been satisfactorily fitted on board the vessel the safety valves adjusted under steam & tried for accumulation. The boilers examined under working condition found satisfactory. The cargo heating pipes in all cargo tanks, 1st Deck tank, Side Bunker tank & aft Peak, tested by hydraulic pressure. The bunker oil transfer pipes on deck & pump room tested by hydraulic pressure. The sea connection examined found satisfactory. The machinery is eligible to have the record of +1 MC when the survey is complete.

Admission to go

The amount of Entry Fee, Special, Donkey Boiler Fee, Travelling Expenses (if any)

When applied for, see Smith 27.4.31.19

When received by, to be credited by office

W. S. Thompson

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 12 FEB. 1932

Committee's Minute

FRI. 24 JUL 1931

Assigned

See F. C. Rep.



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