

## REPORT ON OIL ENGINE MACHINERY.

No 114901

Date of writing Report

When handed in at Local Office

19

Port of *London*No. in Survey held at *London*Date, First Survey *20-9-46*Last Survey *31-12-1946*Number of Visits *4*

Reg. Book.

on the *Single*  
*Twin*  
*Triple*  
*Quadruple*

Screw vessel

*L.C.T. 430**(M.V. Famagusta.)*

Tons

Gross  
Net

Built at

By whom built

Yard No.

When built

Engines made at *Colchester*By whom made *Darey Payman*Engine No. *72021*When made *1945*

Monkey Boilers made at

By whom made

Boiler No.

When made

Brake Horse Power *380*

Owners

Port belonging to

Nom. Horse Power as per Rule *115*Is Refrigerating Machinery fitted for cargo purposes *No*Is Electric Light fitted *Yes*Trade for which vessel is intended *Coastal*

L. ENGINES, &amp;c.

Type of Engines *4 S.C.S.A "Vee"*2 or 4 stroke cycle *4* Single or double acting *Single*Maximum pressure in cylinders *850 lbs sq in*Diameter of cylinders *7"*Length of stroke *7 3/4"*No. of cylinders *12 x 2*No. of cranks *6 x 2*

Mean Indicated Pressure

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

Is there a bearing between each crank *Yes*Revolutions per minute *1100*

Flywheel dia.

Weight

Means of ignition

Kind of fuel used

Crank Shaft,

Solid forged  
Semi built  
All built

dia. of journals

as per Rule  
as fitted

Crank pin dia.

as per Rule  
as fitted

Mid. length breadth

Mid. length thickness

shrunken

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

Stern 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

No

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

If so, state type *Admiralty*Length of Bearing in Stern Bush next to and supporting propeller *15"*Propeller, dia. *36"*

Pitch

No. of blades *3*Material *Bronze*whether Moveable *No*Total Developed Surface *✓* sq. feetMethod of reversing Engines *Reversing Gear*

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

*Yes*

Means of lubrication

Lead

Thickness of cylinder liners

*✓*

Are the cylinders fitted with safety valves

*✓*

Are the exhaust pipes and silencers water cooled or lagged with

Insulating material

*Yes*

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

Suction Water Pumps, No. *2*

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

Large Pumps worked from the Main Engines, No. *No*

Diameter

Stroke

Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line

No. and Size

*2-70 ltr/hr**✓**2-40 ltr/hr (oil engine)*

How driven

*Electrically*

Is the cooling water led to the bilges

*No*

If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping arrangements

Last Pumps, No. and size

*2-70 ltr/hr*

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

*Two*

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

*1-3 1/2"*

In Pump Room

Holds, &c. *One 3 1/2 in Fore Peak, 700 Compartment, No 12 Holds & Steering Eng. Compartment*

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

*2-3 1/2"*

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

*Yes*

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

*No*

All Sea Connections fitted direct on the skin of the ship

*Yes*

Are they fitted with Valves or Cocks

*Valves*

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

*above*

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

*Yes*

Are the Blow Off Cocks fitted with a spigot and brass covering plate

*✓*

At pipes pass through the bunkers

*none*

How are they protected

*✓*

At pipes pass through the deep tanks

*none*

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

*Yes*

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

*Yes*

Is the Shaft Tunnel watertight

*none*

Is it fitted with a watertight door

*✓*

worked from

If the vessel is 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.

*none*

No. of stages

Diameters

Stroke

Driven by

Auxiliary Air Compressors, No.

*none*

No. of stages

Diameters

Stroke

Driven by

All Auxiliary Air Compressors, No.

*none*

No. of stages

Diameters

Stroke

Driven by

Is provision made for first Charging the Air Receivers

*Electric starting*

Suctioning Air Pumps, No.

*none*

Diameter

Stroke

Driven by

Auxiliary Engines crank shafts, diameter

as per Rule  
as fitted

No.

Position

*Fore end Engine room*

Have the Auxiliary Engines been constructed under special survey

Is a report sent herewith

*No*



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**AIR RECEIVERS:** — Have they been made under survey

State No. of Report or Certificate

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

**Injection 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?**

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 (If not, state date of approval)

8-10-46

Receivers

none

Separate Fuel Tanks

no

Donkey Boilers

General Pumping Arrangements

yes

Pumping Arrangements in Machinery Space

yes

Oil Fuel Burning Arrangements

**SPARE GEAR.**

Has the spare gear required by the Rules been supplied

see report 9

State the principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building  
During progress of work in shops --  
During erection on board vessel --  
Total No. of visits

Dates of Examination of principal parts—Cylinders

Covers

Pistons

Rods

Connecting rods

Crank shaft

Flywheel shaft

Thrust shaft

Intermediate shafts

Tube shaft

Screw shaft 20-9-46

Propeller 20-9-46

Stern tube 20-9-46

Engine seatings 31-12-46

Engines holding down bolts 31-12-46

Completion of fitting sea connections

Completion of pumping arrangements 31-12-46

Engines tried under working conditions 31-12-46

Crank shaft, Material

see cut for shaft

Flywheel shaft, Material

Identification Mark

Thrust shaft, Material

Identification Mark

Intermediate shafts, Material

none

Identification Marks

Tube shaft, Material

Identification Mark

Screw shaft, Material

Identification Mark

Identification Marks on Air Receivers

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

yes

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

Description of fire extinguishing apparatus fitted

Chemical extinguishers & fire hose

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo

no

If so, have the requirements of the Rules been complied with

no

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with

no

Is this machinery duplicate of a previous case

yes

If so, state name of vessel

Admiralty Craft L.C.T.s

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

The main engines were constructed in 1941 under the supervision of the Dockyard Surveyors, acting on behalf of the Ministry of Supply. They were not installed under special survey, but have been examined and found to be fitted on board in accordance with the Rules. For examination now held see Report 9

The amount of Entry Fee .. £

Special ... .. £

Donkey Boiler Fee ... .. £

Travelling Expenses (if any) £

When applied for,

19

When received,

19

Committee's Minute

FRI 25 APR 1947

Assigned

See minute on fl. machy rpt.

*Em. Sellers*

Engineer Surveyor to Lloyd's Register of Shipping



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