

REPORT ON OIL ENGINE MACHINERY.

No 114901

Received at London Office

Date of writing Report

When handed in at Local Office

Port of London

No. in Survey held at London

Date, First Survey 20-9-46

Last Survey 31-12-1946

Reg. Book.

Number of Visits 4

on the Single Screw vessel L.C.T. 430 (M.V. Famagusta.)

Tons: Gross
Net

Built at

By whom built

Yard No. 72021

When built

Engines made at Colchester

By whom made Darcy 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

MAIN ENGINES, &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 12x2

No. of cranks 6x2

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

Thickness parallel to axis
Thickness around eye hole

Propeller 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

Propeller 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

Is the tube
screw shaft fitted with a continuous liner

Propeller 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 stern tube

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

Propeller, dia. 36"

Pitch

No. of blades 3

Material Bronze

whether Moveable No

Total Developed Surface

sq. feet

Method of reversing Engines Reversing Gear

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

Means of lubrication Electric starting

Are the cylinders fitted with safety valves

Are the exhaust pipes and silencers water cooled or lagged with

conducting 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

funnel

Number of Bilge Water Pumps, No. 2

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

Number of Main Engines, No. No

Diameter

Stroke

Can one be overhauled while the other is at work

Number of Pumps connected to the Main Bilge Line

No. and Size 2 - 70 ltr/hr

How driven Electrically

2 - 40 ltr/hr (oil engine)

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

Number of Main Pumps, No. and size 2 - 70 ltr/hr

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

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 1 - 3 1/2"

Number of Holds, &c. One 3 1/2 in Fore Peak, 7th Compartment, No 12 Holds & Steering Eng. Compartment

Number of Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 - 3 1/2"

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

Yes

Are the Bilge Suctions in the Machinery Spaces

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

No

Are 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

Yes

Do all pipes pass through the bunkers

None

How are they protected

Yes

Do all pipes pass through the deep tanks

None

Have they been tested as per Rule

Yes

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

Yes

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

Yes

Is the Shaft Tunnel watertight

None

Is it fitted with a watertight door

worked from

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

Yes

Number of Main Air Compressors, No. None

No. of stages

Diameters

Stroke

Driven by

Number of Auxiliary Air Compressors, No. None

No. of stages

Diameters

Stroke

Driven by

Number of all Auxiliary Air Compressors, No. None

No. of stages

Diameters

Stroke

Driven by

Is any provision made for first Charging the Air Receivers

Electric starting

Number of Ventilating Air Pumps, No. None

Diameter

Stroke

Driven by

Number of 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

4^B 114901.

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. *none* Cubic capacity of each
Seamless, lap welded or riveted longitudinal joint

Internal diameter thickness

Range of tensile strength Working pressure by Rules Actual

Starting Air Receivers, No. *none* Total cubic capacity
Seamless, lap welded or riveted longitudinal joint

Internal diameter thickness

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 *8-10-46*
(If not, state date of approval)

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 certificate* Identification Mark
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 1944 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*

Certificate (if required) to be sent to
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

P. M. Sellers

Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute

FRI 25 APR 1947

Assigned

See minute on fl. machy rpt.



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Lloyd's Register Foundation

Rpt. 13
Date of ...
No. in Reg.
Built at
Owners
Electrica
Is vesse
Have plan
Heating...
has the go
trip switch
if not com
arranged to
Poi
test for ma
of the gener
side of
near unprot
injury and
contact...
on
are they in a
Admin
and oil...
material is us
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knife
and for each ou
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ammeters...
equaliser connec