

Rpt. 4b

REPORT ON OIL ENGINE MACHINERY

No. 47391

14 DEC 1927

Received at London Office

Date of report 8th Dec 1927 When handed in at Local Office 9th Dec 1927 Port of Glasgow
No. in survey held at Glasgow Date, First Survey 28th October 27 Last Survey 6th Dec 1927
Reg. Book. on the Single Screw vessel M. V. Belpamela m/c 67 Number of Vials 8
Triple
Quadruple
Built at By whom built Yard No. 1028 When built 1928
Engines made at CATHCART, GLASGOW By whom made G. & J. WEIR, LTD. Engine No. 66 When made 29-11-27
Donkey Boilers made at Ammen By whom made Cochran & Co. Boiler No. 84571-2
Brake Horse Power 76 Owners M. V. Belpamela Port belonging to Oslo
Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
Trade for which vessel is intended foreign

OIL ENGINES, &c.—Type of Engine SOLID INJECTION 2 or 1/2 stroke cycle 2 Single or double acting SINGLE

Maximum pressure in cylinders 540 lbs/sq. in. Diameter of cylinders 10" Length of stroke 13 1/2" No. of cylinders 3 No. of cranks 4
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 11 3/4" Is there a bearing between each crank YES
Revolutions per minute 350 Flywheel dia. 4'-0" Weight 4160 LBS Means of ignition COMPRESSION Kind of fuel used DIESEL
Crank Shaft, dia. of journals as per Rule 5" Crank pin dia. 5 1/4" Crank Webs Mid. length breadth 7" Thickness parallel to axis —
as fitted 5 1/4" Mid. length thickness 3" Thickness around eye hole —
Flywheel Shaft, diameter as per Rule — Intermediate Shafts, diameter as per Rule — Thrust Shaft, diameter at collar as per Rule —
as fitted — as fitted — as fitted —
Tube Shaft, diameter as per Rule — Screw Shaft, diameter as per Rule — Is the shaft fitted with a continuous liner? —
as fitted — 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 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 of the stern tube, is it 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 Movable — 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 —

FORCE FEED Thickness of cylinder liners 18 MAX. 3/4 MIN. Are the cylinders fitted with safety valves YES Are the exhaust pipes and silencers water cooled or lagged with —

non-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 —

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

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 ONE 2 1/2" BORE x 2" STROKE 2 DISC. SPARE PUMPER

Are two independent means arranged for circulating water through the Oil Cooler YES Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Pumps, No. and size — In Machinery —

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 Tanks well fitted with strainers —

Are all the Bilge Suction pipes in Holds and Tanks well fitted with strainers —

Are all the Bilge Suction pipes in Holds and Tanks well fitted with strainers —

Are all the Bilge Suction pipes in Holds and Tanks well fitted with strainers —

Are all the Bilge Suction pipes in Holds and Tanks well fitted with strainers —

Are all the Bilge Suction pipes in Holds and Tanks well fitted with strainers —

Are all the Bilge Suction pipes in Holds and Tanks well fitted with strainers —

Are all the Bilge Suction pipes in Holds and Tanks well fitted with strainers —

Are all the Bilge Suction pipes in Holds and Tanks well fitted with strainers —

Are all the Bilge Suction pipes in Holds and Tanks well fitted with strainers —

Are all the Bilge Suction pipes in Holds and Tanks well fitted with strainers —

Are all the Bilge Suction pipes in Holds and Tanks well fitted with strainers —

Are all the Bilge Suction pipes in Holds and Tanks well fitted with strainers —

Are all the Bilge Suction pipes in Holds and Tanks well fitted with strainers —

Are all the Bilge Suction pipes in Holds and Tanks well fitted with strainers —

Are all the Bilge Suction pipes in Holds and Tanks well fitted with strainers —

Are all the Bilge Suction pipes in Holds and Tanks well fitted with strainers —

Are all the Bilge Suction pipes in Holds and Tanks well fitted with strainers —

Are all the Bilge Suction pipes in Holds and Tanks well fitted with strainers —

Are all the Bilge Suction pipes in Holds and Tanks well fitted with strainers —

Are all the Bilge Suction pipes in Holds and Tanks well fitted with strainers —

Are all the Bilge Suction pipes in Holds and Tanks well fitted with strainers —

Are all the Bilge Suction pipes in Holds and Tanks well fitted with strainers —

Are all the Bilge Suction pipes in Holds and Tanks well fitted with strainers —

Are all the Bilge Suction pipes in Holds and Tanks well fitted with strainers —

Are all the Bilge Suction pipes in Holds and Tanks well fitted with strainers —

Are all the Bilge Suction pipes in Holds and Tanks well fitted with strainers —

Are all the Bilge Suction pipes in Holds and Tanks well fitted with strainers —

Are all the Bilge Suction pipes in Holds and Tanks well fitted with strainers —

Are all the Bilge Suction pipes in Holds and Tanks well fitted with strainers —

Are all the Bilge Suction pipes in Holds and Tanks well fitted with strainers —

4^B 47391.

IS A DONKEY BOILER FITTED? —

If so, is a report now forwarded? —

PLANS. Are approved plans forwarded herewith for Shifting
(If not, state date of approval)

Receivers —

Separate Tanks —

Donkey Boilers —

General Pumping Arrangements —

Oil Fuel Burning Arrangements —

SPARE GEAR

1 CYLINDER COVER

1 RELIEF VALVE

1 AIR START VALVE

1 FUEL INJECTION VALVE

3 FUEL VALVE NEEDLE, GUIDE & SEAT

2 SETS PISTON RINGS

8 CYLINDER COVER STUDS & NUTS

2 CONN. ROD BIG END BOLTS & NUTS

2 CONN. ROD SMALL END BOLTS & NUTS

2 MAIN BEARING STUDS & NUTS

1 GROUP SCAVENGE PUMP SUCTION VALVES

1 GROUP SCAVENGE PUMP DISCH. VALVES

3 EACH FUEL PUMP PLUNGER & BODY

3 EACH FUEL PUMP SUCTION & DISCH. VALVES

1 LUBRICATING PUMP PLUNGER & DISC.

4 GOVERNOR SPRINGS

1 BIG END BEARING COMPLETE

1 SMALL END BEARING COMPLETE

2 MAIN BEARINGS COMPLETE

1 PISTON WITH RINGS

1 CYLINDER RELIEF VALVE

1 FUEL RELIEF VALVE

3 COPPER JOINTS FOR CYLINDER COVERS

1 SPECIAL JOINT FOR EACH FITTED

1 FUEL FILTER ELEMENT

2 DUPLEX OIL FILTER STRAINERS

ASSORTED PIPING BOLTS & NUTS

3 GLASSES FOR WATER FLOW INDICATOR

6 RUBBER RINGS FOR " " "

1 SET IMPELLERS FOR COOLING WATER PUMP

1 SET BUSHES " " " "

1 LINE BRUSH HOLDERS " " " MOT

1 SET CONTACT SPRINGS " " " START

GENERATOR SPARES.

1 FIELD COIL, 1 INTERPOLE COIL, 2 BRUSH HOLDERS

1 SET BRUSHES, 4 BRUSH SPRINGS, 4 BEARING BUSHES

The foregoing is a correct description.

For G. & J. Weir, Ltd.

Manufacturer.

Dates of Survey while building

During progress of work in shops - 1927 Oct 23-26 27-28-31 Nov 7 Dec 6.

During erection on board vessel -

Total No. of visits 8

Dates of Examination of principal parts—Cylinders 26-10-27 Covers 27-10-27 Pistons 28-10-27 Rods 28-10-27 Connecting rods 28-10-27

Crank shaft 23-10-27 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 29-11-27 6-12-27

Crank shaft, Material *Stel* Identification Mark *g.l.m. g.l.m.* Flywheel shaft, Material Identification Mark

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.

Is this machinery duplicate of a previous case

If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.) *These Auxiliary diesel engines have been built under special survey. The workmanship and materials are good. They were examined while working on the test bed and found satisfactory.*

The materials have been tested in accordance with the rules.

The amount of Entry Fee ... £14-0-0

Special ... £

Donkey Boiler Fee ... £

Travelling Expenses (if any) £

When applied for,

13 DEC 1927

When received,

19

G. E. Murdoch.

Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 13 MAR 1928

Committee's Minute GLASGOW 13 DEC 1927

Assigned Transmit to London

LR-FAP-7812-16



© 2018

Lloyd's Register Foundation