

REPORT ON OIL ENGINE MACHINERY.

No. 13829.



RECEIVED

Date of writing Report 15th August, 49.

When handed in at Local Office 27th September, 49.

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No. in Survey held at MANCHESTER.

Date, First Survey 15th March, 1948. Last Survey 29th August, 1949.

Reg. Book.

Number of Visits 14.

Single
on the Twin
Triple
Quadruple

Screw vessel.

BOSTON SWALLOW

Tons

Gross

Net

Built at Lowestoft.

By whom built Richards Ironworks Ltd..

Yard No. 384.

When built

Engines made at Manchester.

By whom made Crossley Bros' Contract 20476.

Engine No. 139224.

When made

1949.

Donkey Boilers made at

By whom made

Boiler No.

When made

Brake Horse Power 400.

Owners

Boston Deep Sea Fishing & Ice Co. Ltd.

Port belonging to

M.N. Power as per Rule 126.

NHP = 117

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Trade for which vessel is intended

OIL ENGINES, &c. — Type of Engines HRL6 Vertical Solid Injection. 2 or 4 stroke cycle 2. Single or double acting Single.

Maximum pressure in cylinders 950 lbs/sq. inch.

Diameter of cylinders 10 1/2"

Length of stroke 13 1/2"

No. of cylinders 6.

No. of cranks 6.

Mean Indicated Pressure 92 lbs/sq. inch.

Ahead Firing Order in Cylinders 1, 6, 2, 4, 3, 5.

Span of bearings, adjacent to the crank, measured

from inner edge to inner edge 14.11/16"

Is there a bearing between each crank Yes

Revolutions per minute 300.

Flywheel dia. 37 1/2"

Weight 1759 lbs.

Moment of inertia of flywheel (lbs. in² or Kg. cm²) 411,000.

Means of ignition Compression.

Crank Shaft, Solid forged

as per Rule.

Approved.

Crank pin dia. 7 1/4"

Crank webs

Kind of fuel used Diesel.

Flywheel Shaft, diameter

as per Rule.

as fitted.

Thrust Shaft, diameter at collars

as fitted.

Tube Shaft, diameter

as per Rule.

as fitted.

Screw Shaft, diameter

as per Rule.

Bronze Liners, thickness in way of bushes

as per Rule.

as fitted.

Thickness between bushes

as per Rule.

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

Is the after end of the liner made watertight in the

propeller boss.

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 tube shaft.

If so, state type.

Propeller, dia.

Pitch

No. of blades

Material

whether moveable

Moment of inertia of propeller (lbs. in² or Kg. cm²)

Kind of damper, if fitted

Total developed surface

sq. feet

Method of reversing Engines Compressed Air.

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

Yes.

Means of

lubrication Forced.

Thickness of cylinder liners 7/8"

Are the cylinders fitted with safety valves

Yes.

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.

Bilge Pumps worked from the Main Engines, No. One.

Diameter 4 1/2"

Stroke 3"

Can one be overhauled while the other is at work Yes.

Pumps connected to the Main Bilge Line

No. and size

How driven

Is the cooling water led to the bilges.

Ballast Pumps, No. and size

Power Driven Lubricating Oil Pumps, including spare pump, No. and size

2 - 1 1/4" & 2 3/16" x 2"

stroke.

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 suction pipes 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

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 they each fitted with a discharge valve always accessible on the plating of the vessel

Are the overboard discharges above or below the deep water line

Are the blow off cocks fitted with a spigot and brass covering plate

What pipes pass through the bunkers

What pipes pass through the deep tanks

How are they protected

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

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. One.

No. of stages Two.

diameters 5 3/4" & 2 1/2"

stroke 4"

driven by Main Engine.

Auxiliary Air Compressors, No.

No. of stages

diameters

stroke

driven by

Small Auxiliary Air Compressors, No.

No. of stages

diameters

stroke

driven by

What provision is made for first charging the air receivers

Scavenging Air Pumps, No. 1 - Double Acting Tandem

diameter 20 1/2"

stroke 9 1/2"

driven by

Main Engine.

Auxiliary Engines crank shafts, diameter

Have the auxiliary engines been constructed under special survey

Is a report sent herewith

Position

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Lloyd's Register

Foundation

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