

Rpt. 4b

REPORT ON OIL ENGINE MACHINERY.

No. 90337

-5 AUG. 1926

Received at London Office

Date of writing Report July 28th 1926 When handed in at Local Office 10th 1926 Port of London
No. in Survey held at Faversham Date, First Survey April 20th 1926 Last Survey July 3rd 1926
Reg. Book. 75608 on the Single Screw vessel "LIDO" Number of Visits Five

Built at Faversham By whom built James Pollock & Sons Ltd. Yard No. 1194 When built 1926
Engines made at Manchester By whom made L. Garneau & Sons Ltd. Engine No. 26736 When made 1926
Donkey Boilers made at ✓ By whom made ✓ Boiler No. ✓ When made ✓
Brake Horse Power 150 Owners Union Lighterage Co. Ltd. Port belonging to London
Nom. Horse Power as per Rule 43 Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted Yes
Trade for which vessel is intended ✓

OIL ENGINES, &c.—Type of Engines 2 or 4 stroke cycle Single or double acting
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 Crank pin dia. as fitted Crank Webs Mid. length breadth Thickness parallel to axis as per Rule
Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as fitted Thrust Shaft, diameter at collars as fitted
Tube Shaft, diameter as per Rule Screw Shaft, diameter as fitted Is the tube screw shaft fitted with a continuous liner ✓
Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes 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 Funnel
Cooling Water Pumps, No. ✓ 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 One - 2 3/8" x 3" One - Centrifugal
How driven Main Engines Aux. Semi Diesel N° 26823
Ballast Pumps, No. and size One Cargo Pump Lubricating Oil Pumps, including Spare Pump, No. and size See Inch. Rpt. N° 5857
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 Spaces 2 @ 2"
In Holds, &c. None

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 @ 2"
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 Yes
Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Locks
Are they sized 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 ✓
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 Yes 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. See Inch. Rpt. N° 5857 Diameters ✓ Stroke ✓ Driven by ✓
Auxiliary Air Compressors, No. One No. of stages 2 Diameters ✓ Stroke ✓ Driven by Aux. Semi Diesel
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 See Inch. Rpt. N° 5857 as fitted

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 ✓ What means are provided for cleaning their inner surfaces ✓
Is there a drain arrangement fitted at the lowest part of each receiver ✓
High Pressure Air Receivers, No. See Inch. Rpt. N° 5857 Cubic capacity of each ✓ Internal diameter ✓ thickness ✓
Seamless, lap welded or riveted longitudinal joint ✓ Material ✓ Range of tensile strength ✓ Working pressure by Rules ✓
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 ✓

002427-002434-010

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

Rpt. 4b

Date of writing R

No. in Survey
Reg. Book.

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Built at

Engines made

Donkey Boiler

Brake Horse

Nom. Horse P

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OIL ENGL

Maximum pressure

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Revolutions per m

Crank Shaft, d

Flywheel Sha

Tube Shaft, d

Bronze Liners,

propeller boss

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Propeller, dia.

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Cooling Water

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Ballast Pumps

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Engines

Boiler No.

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AIR RECI

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Is there a drain

High Pressure

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Starting Air I

Seamless, lap we

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

April 20th 29th June 2nd July 19th + 21st Aug. 3

Dates of Examination of principal parts—Cylinders Over Pistons Rods Connecting rods

Crank shaft Flywheel shaft Thrust shaft Intermediate shafts Tube shaft

Screw shaft Propeller 29-4-26 Stern tube 29-4-26 Engine seatings 20-4-26 Engines holding down bolts

Completion of fitting sea connections 29-4-26 Completion of pumping arrangements 19-7-26 Engines tried under working conditions 19-7-26

Crank shaft, Material Identification Mark 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.

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.)

The Main & Auxiliary Machinery having been installed on board this vessel in accordance with the Society's requirements and tried under working conditions is eligible, in my opinion, for classification and so have the record of +L.M.C. 7, 26.

It is submitted that this vessel is eligible for THE RECORD. +L.M.C. 8-26.

oil engines 25C.P.A.

21. 6/8/26.

8cy. 13 1/4 - 15 43 N.H.P.

L. Gardner & Sons Ltd.

Arthur Palmer for self & R.J. Frackinton

The amount of Entry Fee ... £ : : When applied for,
Special ... £ 3 : 8 : 5. 8. 1926
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ 3-19-6 6-8-1926

Committee's Minute

Assigned

+L.M.C. 8-26.
Oil engines

Engine Surveyors to Lloyd's Register of Shipping.



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Foundation