

REPORT ON OIL ENGINE MACHINERY.

No. 57800
23 DEC 1936

Received at London Office

Date of writing Report

10

When handed in at Local Office

21. 12. 36

Port of Glasgow

No. in Survey held at
Reg. Book.

Glasgow

Date, First Survey

6th April 1936

Last Survey

16th Dec 36

Number of Visits 57

Single
Twin
Triple
Quadruple
Screw vessel

BRITISH POWER

Tons Gross 8333.99
Net 4973.15

Built at Glasgow

By whom built Harland & Wolff, Ltd.

Yard No. 968 When built 1936

Engines made at Glasgow

By whom made Harland & Wolff, Ltd.

Engine No. 968 When made 1936

Donkey Boilers made at Belfast

By whom made Harland & Wolff, Ltd.

Boiler No. 968 When made 1936

Brake Horse Power 2850 @ 105 R.P.M.

Owners British Tanker Co. Ltd.

Port belonging to London

Nom. Horse Power as per Rule 490

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted yes

Trade for which vessel is intended

Oil Tanker.

OIL ENGINES, &c.—Type of Engines Solid injection 2 of 4 stroke cycle 4 Single or double acting S.A.

Maximum pressure in cylinders 700 lb.

Mean Indicated Pressure 128 "

Diameter of cylinders 740 mm Length of stroke 1500 mm No. of cylinders 6 No. of cranks 6

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 972 mm

Is there a bearing between each crank yes

Revolutions per minute 105 Flywheel dia. 24.89 mm Weight 2540 Kgs. Means of ignition Compression Kind of fuel used Diesel oil

Crank Shaft, dia. of journals as per Rule 48.3 mm as fitted 50.5 mm Crank pin dia. 50.5 mm Crank Webs Mid. length breadth 840 mm Mid. length thickness 310 mm Thickness parallel to axis 310 mm Thickness around eyehole 222.5 mm

Flywheel Shaft, diameter as per Rule 48.3 mm as fitted Intermediate Shafts, diameter as per Rule 13.6" as fitted 17" Thrust Shaft, diameter at collars as per Rule 14.3" as fitted 454 mm (17.8")

Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 15" as fitted 17" Is the tube screw shaft fitted with a continuous liner yes

Bronze Liners, thickness in way of bushes as per Rule 7.58" as fitted 2.8" Thickness between bushes as per rule 5.57" as fitted 11.16" Is the after end of the liner made watertight in the propeller boss yes

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 no If so, state type

Length of Bearing in Stern Bush next to and supporting propeller 5'-0"

Propeller, dia. 17'-0" Pitch 11'-6" No. of blades 4 Material Mg. Bronze whether Moveable no Total Developed Surface 89 sq. feet

Method of reversing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine when decelerated yes Means of lubrication forced

Thickness of cylinder liners 53.632 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting material lagged

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. three 2" 100 " 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 9x10x10 Stroke Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and Size 1 Ballast pump 150 tons per hour, 2 Bilge & Sanitary pumps each 100 tons per hour How driven Steam

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

Ballast Pumps, No. and size one 9x10x10 Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2-70 tons per hour

Are two independent means arranged for circulating water through the Oil Cooler yes

Pumps, No. and size:—In Machinery Spaces Three 3 1/2" dia. Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge 7nd pump room 204"

In Holds, &c. One hold, one 3" port, one 3" starboard In Pump Room 204"

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size Two @ 6" dia. One @ 4 1/2" dia.

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

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 lock

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

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 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 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. No. of stages Diameters 120 Cu. ft. per min. Stroke 350 lb. A. Driven by

Auxiliary Air Compressors, No. Two No. of stages 2 Diameters per min. Stroke at 450 R.P.M. Driven by Steam engine

Small Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

Scavenging Air Pumps, No. Under side of pistons Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule All aux. machinery steam driven except 30 KW generator driven by a Diesel as fitted Engine 70 lighting only. See Secretary's letter E 10415-12-36.

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 and cleaned

Is a drain fitted at the lowest part of each receiver

High Pressure 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

Starting Air Receivers, No.

Total cubic capacity

Internal diameter

thickness

Seamless, lap welded or riveted longitudinal joint

Riveted

Material

Range of tensile strength

Working pressure

by Rules

IS A DONKEY BOILER FITTED?

Is the donkey boiler intended to be used for domestic purposes only

If so, is a report now forwarded?

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

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

As per attached list.

The foregoing is a correct description,

FOR HARELAND AND WOLFF, LIMITED,

John J. Hareland

Manufacturer.

Dates of Survey while building
During progress of work in shops - 1936 Apr. 6-28 May 4-14-18-19-22 June 3-9-11-17 July 8-31 Aug. 17-28-27-31
During erection on board vessel - Sep. 3-4-7-8-9-10-15-16-20-25-29 Oct. 2-5-8-9-12-13-16-20-22-23-27-28 Nov. 3-6-10-11
Total No. of visits: 57-13-16-18-19-25-28 Dec. 1-3-4-8-11-14-16

Dates of Examination of principal parts—Cylinders 10-9-36 Covers 10-9-36 Pistons 7-9-36 7-9-36
Crank shaft 25-8-36 Flywheel shaft 25-8-36 Thrust shaft 25-8-36 Intermediate shafts 25-8-36 Tube shaft 15-9-36
Screw shaft 25-8-36 Propeller 27-8-36 Stern tube 27-8-36 Engine seatings 15-9-36 Engines holding down bolts 19-11-36
Completion of fitting sea connections 15-9-36 Completion of pumping arrangements 4-12-36 Engines tried under working conditions 16-12-36

Crank shaft, Material Steel Identification Mark 968 P.9. Flywheel shaft, Material Steel Identification Mark 372 P.9.
Thrust shaft, Material Steel Identification Mark 372 P.9. Intermediate shafts, Material Steel Identification Marks 426 P.9.
Tube shaft, Material Steel Identification Mark 426 P.9. Screw shaft, Material Steel Identification Mark 426 P.9.

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

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have 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.)

The machinery of this vessel has been built under special survey and in accordance with the approved plans and the Rules of this Society.

The materials and workmanship are good.

The machinery has been efficiently secured in position on board the vessel, and afterwards tried under full working conditions with satisfactory results.

The machinery is eligible in my opinion to be classed in the Register Book with notation of -1-LMC 12.36 C.L.

19/12/36

The amount of Entry Fee .. £ 5 : 0 : 0
Special ... £ 98 : 10 : 0
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 15/12/36
When received, 26/12/36

P. Fitzgerald. H. Campbell.
Engineer Surveyors to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 22 DEC 1936

Assigned + L. M. C. 12.36

2 A.B. - 150 lb.



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