

REPORT ON OIL ENGINE MACHINERY.

No. 20881
JAN 10 1940

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Date of writing Report 3RD JAN 9 1940 When handed in at Local Office 5TH JANUARY 1940 Port of GREENOCK

No. in Survey held at GREENOCK Date, First Survey 22ND MARCH 1939 Last Survey 28TH DECEMBER 1939
Leg. Book. Number of Visits 101

on the Single Twin Triple Quadruple Screw vessel "DESMOULEA" Tons Gross 8120.34
Net 4788.01

built at PORT GLASGOW By whom built LITHGOWS LTD. Yard No. 920 When built 1939

Engines made at GREENOCK By whom made JOHN G. KINCAID & CO. LTD. Engine No. 128 When made 1939

Donkey Boilers made at GREENOCK By whom made JOHN G. KINCAID & CO. LTD. Boiler No. 128 When made 1939

Brake Horse Power 3600 3000 normal Owners ANGLO SAXON PETROLEUM CO. LTD. Port belonging to LONDON

Nom. Horse Power as per Rule 502.3 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which vessel is intended Ocean going Oil Tanker

MAIN ENGINES, &c. Type of Engines Kincaids BOW under piston super charge 2 or 4 stroke cycle 4 Single or double acting single

Maximum pressure in cylinders 600 lbs Diameter of cylinders 650 7/8 Length of stroke 1400 7/8 No. of cylinders 8 No. of cranks 8

Mean Indicated Pressure 118 lbs Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 844 7/8 Is there a bearing between each crank Yes

Revolutions per minute 120 max 114 normal Flywheel dia. 2218 7/8 Weight 2.19 tons Means of ignition Compression Kind of fuel used Diesel oil

Crank Shaft, Solid forged Semi built All built dia. of journals as per Rule as fitted 460 7/8 Crank pin dia. 460 7/8 Crank Webs Mid. length breadth 750 7/8 shrunken Mid. length thickness 267 7/8 Thickness parallel to axis 290 7/8 Thickness around eyehole 210 7/8

Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted 19" Thrust Shaft, diameter at collars as per Rule as fitted 18 1/4"

Stern Shaft, diameter as per Rule as fitted 18" Is the tube screw shaft fitted with a continuous liner Yes

Stern Liners, thickness in way of bushes as per Rule as fitted .5516" Thickness between bushes as per Rule as fitted .6387" 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 Yes

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 Yes

If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube Yes

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

Propeller, dia. 15'-0" Pitch 12'-0" No. of blades 4 Material Bronze whether Moveable No Total Developed Surface 72 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 40 7/8 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 Yes

Cooling Water Pumps, No. Two 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. Two Diameter Rotary Stroke 32 tons/hr Can one be overhauled while the other is at work Yes

Pumps connected to the Main Bilge Line No. and Size Two 32 tons/hr One duplex 8" x 8" x 10" How driven Main engine 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 Yes

Ballast Pumps, No. and size None Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1-40 tons/hr Main Eng. 1-8 x 8 x 10 duplex steam

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 3 @ 3 1/2" In Pump Room None

In Holds, &c. 2 @ 2 1/2" Cofferdam 2 @ 3" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 @ 6"

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 Yes

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 None How are they protected Yes

What 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 Yes worked from Yes

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

Main Air Compressors, No. Two No. of stages Two Diameters 4 1/2" - 10" Stroke 7 1/2" Driven by 1 Steam 1 Diesel

Auxiliary Air Compressors, No. None No. of stages None Diameters None Stroke None Driven by None

Small Auxiliary Air Compressors, No. None No. of stages None Diameters None Stroke None Driven by None

What provision is made for first Charging the Air Receivers Steam driven air compressor Scavenging Air Pumps, No. None Diameter None Stroke None Driven by None

Auxiliary Engines crank shafts, diameter as per Rule See attached reports No. One Kromhout 9309 One Ruslan 7500 Position From platform Have the Auxiliary Engines been constructed under special survey Yes Is a report sent herewith Yes Amst. N° 15792 Grimsby N° 2112

