

# REPORT ON OIL ENGINE MACHINERY.

No. 69150

Received at London Office

11 JAN 1945

Report of writing Report 19 When handed in at Local Office 8.1.1945 Port of **GLASGOW.**  
 Survey held at **GLASGOW.** Date, First Survey **7/10/41.** Last Survey **20th Dec. 1944.**  
 Number of Visits **84.**  
 on the **Single** Screw vessel **M.V. "NISO"** Tons Gross **8273** Net **4777**  
 Built at **BELFAST.** By whom built **HARLAND & WOLFF LTD.** Yard No. **1198** When built **1944**  
 Engines made at **GLASGOW** By whom made **Do** Engine No. **8483/1** When made **1944**  
 Monkey Boilers made at **BELFAST** By whom made **Do** Boiler No. **8460** When made **1944**  
 Brake Horse Power **3300** Owners **ANGLO SAXON PETROLEUM CO. LTD.** Port belonging to **LONDON.**  
 Indicated Horse Power as per Rule **490** Is Refrigerating Machinery fitted for cargo purposes **NO** Is Electric Light fitted **YES**  
 Trade for which vessel is intended

**L ENGINES, &c.**—Type of Engines **Heavy Oil Airless injection.** 2 or 4 stroke cycle **4** Single or double acting **S.A.**  
 Maximum pressure in cylinders **700 lbs.** Diameter of cylinders **29 1/8" 59 1/16"** Length of stroke **1500 m/m** No. of cylinders **6** No. of cranks **6**  
 Mean Indicated Pressure **120 lbs.** Span of bearings, adjacent to the crank, measured from inner edge to inner edge **972 m/m** Is there a bearing between each crank **Yes**  
 Revolutions per minute **110** Flywheel dia. **2489 m/m** Weight **2590 kgs.** Means of ignition **Compression** Kind of fuel used **Diesel**  
 Crankshaft, dia. of journals **505 m/m** Crank pin dia. **505 m/m** Crank webs **310 m/m** Mid. length breadth **980 m/m** Thickness parallel to axis **310 m/m**  
 Flywheel Shaft, diameter **As approved** Intermediate Shafts, diameter **17"** Thrust Shaft, diameter at collars **As approved**  
 Tubic Shaft, diameter **As approved** Screw Shaft, diameter **16"** Is the screw shaft fitted with a continuous liner **Yes**  
 Bronze Liners, thickness in way of bushes **As approved** Thickness between bushes **21/32"** 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 tube shaft **NO** If so, state type **-** Length of bearing in Stern Bush next to and supporting propeller **5'-0"**  
 Propeller, dia. **-** Pitch **-** No. of blades **-** Material **-** whether moveable **-** Total developed surface **-** sq. feet  
 Method of reversing Engines **Direct** Is a governor or other arrangement fitted to prevent racing of the engine **Yes** Means of  
 lubrication **Forced** Thickness of cylinder liners **53 to 41 m/m** Are the cylinders fitted with safety valves **Yes** Are the exhaust pipes and silencers water-  
 tight 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. **2 F.W. 2 S.W.** 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. **None** Diameter **-** Stroke **-** Can one be overhauled while the other is at work **-**  
 Pumps connected to the Main Bilge Line { No. and size **2 Bilge Each 80 tons/Hr.** 1 General Service 27 tons/hr.  
 How driven **Steam** **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 **None** Power Driven Lubricating Oil Pumps, including spare pump, No. and size **1 M.E. 100 tons/hr. 1 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 off 3 1/2" Cofferdam 1 off 2 1/2"** In pump room **-**  
 In holds, &c. **-**  
 Independent Power Pump Direct Suctions to the engine room bilges, No. and size **3 off 6" Oil Fuel Transfer 2 gutterways each 2 1/2"**  
 Are all the bilge suction pipes in **held and tunnel** well fitted with strum-boxes **Yes** Are the bilge suction 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 **Both** 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 **Below**  
 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 **-**  
 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. **None** No. of stages **-** diameters **-** stroke **-** driven by **-**  
 Auxiliary Air Compressors, No. **1** No. of stages **2** diameters **280 m/m 245 m/m** stroke **130 m/m** driven by **Steam Engine**  
 Small Auxiliary Air Compressors, No. **1** No. of stages **2** diameters **3 1/2" 2 8"** stroke **6"** driven by **Diesel Eng.**  
 What provision is made for first charging the air receivers **Steam driven compressors.**  
 Scavenging Air Pumps, No. **None** diameter **-** stroke **-** driven by **-**  
 Auxiliary Engines crank shafts, diameter **As approved** No. **1 Diesel & 1 Steam** Position **E.R. Starboard forward**  
 Have the auxiliary engines been constructed under special survey **Yes** Is a report sent herewith **See Nottingham Rpt. Cert. No. 2759.**

0300-182300-5122 00

Lloyd's Register  
 Foundation



AIR RECEIVERS:—Have they been made under survey... **Yes** ✓ State No. of report or certificate... **BEL. Z. 1211**

Is each receiver, which can be isolated, fitted with a safety valve as per Rule... **Yes** ✓

Can the internal surfaces of the receivers be examined and cleaned... **Yes** ✓ Is a drain fitted at the lowest part of each receiver... **Yes** ✓

Injection Air Receivers, No... **None** Cubic capacity of each... Internal diameter... thickness...

Seamless, lap welded or riveted longitudinal joint... Material... Range of tensile strength... Working pressure... by Rules... Actual...

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... Actual...

IS A DONKEY BOILER FITTED **Yes (2)** If so, is a report now forwarded **See Belfast Rpt. No. 13803**

Is the donkey boiler intended to be used for domestic purposes only... **No** ✓

PLANS. Are approved plans forwarded herewith for shafting... **15: 1: 44.** Receivers... Separate fuel tanks...

Donkey boilers... **As above.** General pumping arrangements... **6/3/44.** Pumping arrangements in machinery space... **6/3/44.**

Oil fuel burning arrangements... **15: 9: 44.**

#### SPARE GEAR.

Has the spare gear required by the Rules been supplied... **Yes** ✓

State the principal additional spare gear supplied... **As per specification.** ✓

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building  
During progress of work in shops - 1941/6/27 Dec 31 1942 Mar 12/43 May 5/43 Sep 22 1943 Aug 23 Dec 21 Mar 31/44 Dec 14 1944 Jan 6 11/44 12/44 2/45  
During erection on board vessel - 4/5/41 11/12/41 17/2/42 24/3/42 29/4/42 7/5/42 24/6/42 1/7/42 14/8/42 21/9/42 28/10/42 4/11/42 11/12/42 18/1/43 25/2/43 2/3/43 9/4/43 16/5/43 23/6/43 30/7/43 6/8/43 13/9/43 20/10/43 27/11/43 4/12/43 11/1/44 18/2/44 25/3/44 2/4/44 9/5/44 16/6/44 23/7/44 30/8/44 6/9/44 13/10/44 20/11/44 27/12/44 4/1/45 11/2/45 18/3/45 25/4/45 2/5/45 9/6/45 16/7/45 23/8/45 30/9/45 6/10/45 13/11/45 20/12/45 27/1/46 4/2/46 11/3/46 18/4/46 25/5/46 2/6/46 9/7/46 16/8/46 23/9/46 30/10/46 6/11/46 13/12/46 20/1/47 27/2/47 4/3/47 11/4/47 18/5/47 25/6/47 2/7/47 9/8/47 16/9/47 23/10/47 30/11/47 6/12/47 13/1/48 20/2/48 27/3/48 4/4/48 11/5/48 18/6/48 25/7/48 2/8/48 9/9/48 16/10/48 23/11/48 30/12/48 6/1/49 13/2/49 20/3/49 27/4/49 4/5/49 11/6/49 18/7/49 25/8/49 2/9/49 9/10/49 16/11/49 23/12/49 30/1/50 6/2/50 13/3/50 20/4/50 27/5/50 4/6/50 11/7/50 18/8/50 25/9/50 2/10/50 9/11/50 16/12/50 23/1/51 30/2/51 6/3/51 13/4/51 20/5/51 27/6/51 4/7/51 11/8/51 18/9/51 25/10/51 2/11/51 9/12/51 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