

REPORT ON OIL ENGINE MACHINERY.

No. 130218

Received at London Office

1 FEB 1950

of writing Report

19

When handed in at Local Office

19

Port of

Liverpool

in Survey held at

Birkenhead

Date, First Survey

1st Sept/48

Last Survey

22nd Dec/49

1949

Book.

Number of Visits

196

Single
on the Twin
Triple
Quadruple

Screw vessel

"BRITISH TRIUMPH"

Tons

Gross 8450

Net 4934

at Birkenhead

By whom built

Cannell, Laird & Co. Ltd

Yard No. 1199

When built 1949

ines made at Glasgow

By whom made

Harland & Wolff, Ltd.

Engine No. A3280

When made 1949

key Boilers made at Birkenhead

By whom made

Cannell, Laird & Co. Ltd

Boiler No. 1199

When made 1949

ke Horse Power 3200

Owners

British Tanker Co. Ltd.

Port belonging to

London

Power as per Rule 696

NHP = 490

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

le for which vessel is intended

Ocean going

ENGINES, &c. — Type of Engines

Heavy Oil Airless Injection

[See Glasgow Rpt. to 74814]

2 or 4 stroke cycle

4

Single or double acting

Single

imum pressure in cylinders

650 lb/sq. in.

Diameter of cylinders

740 1/2"

29 1/8"

Length of stroke

1500 1/2"

No. of cylinders

6

No. of cranks

6

m Indicated Pressure

128 lb/sq. in.

Ahead Firing Order in Cylinders

1, 5, 3, 6, 2, 4

Span of bearings, adjacent to the crank, measured

n inner edge to inner edge

942 1/2"

Is there a bearing between each crank

Yes

Revolutions per minute

115

dia 2484 1/2"

Weight

2590 kg

Moment of inertia of flywheel

(16 lbs. in² or Kg. cm.²)

2353

Means of ignition

Comp.

Kind of fuel used

Oil

nk dia 2484 1/2"

dia. of journals

as per Rule

as fitted

505 1/2"

Crank pin dia

505 1/2"

Mid. length breadth

840 1/2"

Thickens parallel to axis

310 1/2"

nk dia 2484 1/2"

dia. of journals

as per Rule

as fitted

505 1/2"

Crank pin dia

505 1/2"

Mid. length breadth

840 1/2"

Thickens parallel to axis

310 1/2"

wheel Shaft, diameter

as per Rule

as fitted

17 3/4"

Intermediate Shafts, diameter

as per Rule

as fitted

17 3/4"

Thrust Shaft, diameter at collars

e Shaft, diameter

as per Rule

as fitted

16"

Screw Shaft, diameter

as per Rule

as fitted

16"

Is the shaft fitted with a continuous liner

Yes

nize Liners, thickness in way of bushes

as per Rule

as fitted

13/16"

Thickness between bushes

as per Rule

as fitted

23/32"

eller 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

he 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-

osive

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

of tube shaft

Length of bearing in Stern Bush next to and supporting propeller

5'-8"

peller, dia. 16'-0" Pitch 11-15' mean

No. of blades 4 Material

whether moveable

Total developed surface

88 sq. feet

ent of inertia of propeller (16 lbs. in² or Kg. cm.²)

Kind of damper, if fitted

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

Means of

Thickens of cylinder liners

Are the cylinders fitted with safety valves

Are the exhaust pipes and silencers water cooled

If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned

to the engine

Cooling Water Pumps, No. 1 ME, FW; 1 ME, SW; 1 ME, SW (galley pump)

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

e Pumps worked from the Main Engines, No. 1 ME, FW; 1 ME, SW; 1 ME, SW (galley pump)

Can one be overhauled while the other is at work

No. and size 2 @ 100 Tons/hr; 1 @ 200 Tons/hr.

How driven

steam

If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping

ngements

st Pumps, No. and size 1 @ 200 T/hr

Power Driven Lubricating Oil Pumps, including spare pump, No. and size 1 ME driven 100 T/hr.

two independent means arranged for circulating water through the Oil Cooler

Suctions, connected to both main bilge pumps and auxiliary

pumps, No. and size:—In machinery spaces 3-3 1/2" to bilge main; 1-6" direct to bilge pump

In pump room 2-4"

olds, &c.

pendent Power Pump Direct Suctions to the engine room bilges, No. and size 2-6"

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

sible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

all Sea Connections fitted direct on the skin of the Ship

Are they fitted with valves or cocks

Are they fixed

iently high on the ship's side to be seen without lifting the platform plates

Are the overboard discharges above or below the deep water line

above

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

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

yes

t pipes pass through the bunkers

How are they protected

Have they been tested as per Rule

yes

all pipes, cocks, valves and pumps in connection with the machinery and all boiler mountings accessible at all times

yes

e 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

es, or from one compartment to another

Is the shaft tunnel watertight

Is it fitted with a watertight door

worked from

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

yes

n Air Compressors, No. 1 ME, FW; 1 ME, SW; 1 ME, SW (galley pump)

No. of stages

diameters

stroke

driven by

Auxiliary Air Compressors, No. 2

No. of stages

diameters

stroke

driven by

all Auxiliary Air Compressors, No. 1 ME, FW; 1 ME, SW; 1 ME, SW (galley pump)

No. of stages

diameters

stroke

driven by

at provision is made for first charging the air receivers

Steam driven aux. compressors

venting Air Pumps, No. 1 ME, FW; 1 ME, SW; 1 ME, SW (galley pump)

diameter

stroke

driven by

Auxiliary Engines crank shafts, diameter

as per Rule

as fitted

180 1/2"

Position

Starting platform level 1 P, 1 S, 1 A

e the auxiliary engines been constructed under special survey

yes

Is a report sent herewith

yes

003298-003306-0313

Euk
16/1/50

Jed

© 2020

Lloyd's Register

AIR RECEIVERS:—Have they been made under survey. yes ✓ State No. of report or certificate. 06379

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. ✓ Cubic capacity of each ✓ Internal diameter ✓ thickness ✓

Seamless, welded or riveted longitudinal joint ✓ Material ✓ Range of tensile strength ✓ Working pressure ✓

Starting Air Receivers, No. 2 ✓ Total cubic capacity 900 cu ft Internal diameter 40" thickness 15" ends 15"

Seamless, welded or riveted longitudinal joint Riveted Material Steel Range of tensile strength 29-33 1/4 Working pressure 350 lb

IS A DONKEY BOILER FITTED yes, Two If so, is a report now forwarded yes ✓

Is the donkey boiler intended to be used for domestic purposes only. no 2-2-48

PLANS. Are approved plans forwarded herewith for shafting 26-11-48 Receivers 16-7-48 Separate fuel tanks ✓

Donkey boilers 16-7-48 General pumping arrangements 22-6-49 Pumping arrangements in machinery space 18-5-48

Oil fuel burning arrangements 3-11-48

Have Torsional Vibration characteristics been approved yes (for service speed of 115 rpm) Date of approval 16-2-48

SPARE GEAR.

Has the spare gear required by the Rules been supplied. As per Rule + list with Pbs. Rpt.

State the principal additional spare gear supplied. Seven shaft: 685707

LLOYDS
BH 16-9-48
G.P.
8-9-49

See List of 23/3/50.

The foregoing is a correct description,

Manufacturer.

CAMMELL LAIRD AND COMPANY LIMITED

ENGINEERING MANAGERS

Dates of Survey while building During progress of work in shops - - 1st Sept/48

During erection on board vessel - - 22nd Dec/49

Total No. of visits 196

Dates of examination of principal parts—Cylinders See Plans Covers Rept. 10-7-48 Pistons ✓ Rods ✓ Connecting rods ✓

Crank shaft ✓ Flywheel shaft ✓ Thrust shaft ✓ Intermediate shafts 21-9-49 Tube shaft ✓

Screw shaft 5-9-49 Propeller 16-9-49 Stern tube 16-9-49 Engine seatings ✓ Engine holding down bolts 7-12-49

Completion of fitting sea connections 23-9-49 Completion of pumping arrangements 21-12-49 Engines tried under working conditions 20/21-12-49

Crank shaft, material see Pbs. Rpt. Identification mark ✓ Flywheel shaft, material ✓ Identification mark ✓

Thrust shaft, material ✓ Identification mark ✓ Intermediate shafts, material M.S. Identification marks 68574

Tube shaft, material ✓ Identification mark ✓ Screw shaft, material M.S. Identification mark 68572

Identification marks on air receivers 6148 + 6149.

LLOYDS TEST 550 lbs
W.P. 350 lb
24-8-49 C.W.R.

Welded receivers, state Makers' Name ✓

Is the flash point of the oil to be used over 150°F yes ✓

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with yes ✓

Description of fire extinguishing apparatus fitted Steam Surtainer + Phoenix

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo Tanker 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 in accordance with Approved Plans, the Society's Rules and the Secretary's letters. The materials and workmanship are good. It has been properly installed and tried under working conditions with satisfactory results. It is, in my opinion, suitable for Classification with record of LMC 12,49

The amount of Entry Fee ... £ ✓

Special (Collected by Reynolds) ... £ 71 : 6 : 8

Donkey Boiler Fee... £ 58 : 15 : 0

Travelling Expenses (if any) £ 6 : 3 : 7

Committee's Minute LIVERPOOL 31 JAN 1950

Assigned + LMC 12.49.

When applied for 24 JAN 1950

When received 19

Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation