

# REPORT ON OIL ENGINE MACHINERY.

No. 5061.

Received at London Office.

29 JAN 1945

Survey held at Meteghan, N. S. Date, First Survey APRIL 19th, Last Survey NOV. 21st, 19 44  
 Book. Number of Visits 17

on the "M.M.S. 1055" Screw vessel Tons { Gross 288  
 Net 105  
 at Meteghan, N. S. By whom built Clare Shipbuilding Co. Id. Yard No. 185 When built 1944.  
 es made at Springfield, Ohio. By whom made National Supply Co. Engine No. 11123 When made 1944.  
 ey Boilers made at - By whom made - Boiler No. - When made -.  
 Horse Power 500 Owners British Admiralty Port belonging to -.  
 Horse Power as per Rule 112 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes.  
 e for which Vessel is intended MINESWEEPING.

ENGINES, &c.—Type of Engines Vertical Marine 2 or 4 stroke cycle 4 Single or double acting Single  
 num pressure in cylinders 760 Diameter of cylinders 12" Length of stroke 15 No. of cylinders 8 No. of cranks 8  
 Indicated Pressure 73 lbs./sq" of bearings, adjacent to the Crank, measured from inner edge to inner edge 15 ins. Is there a bearing between each crank Yes  
 utions per minute 400 Flywheel dia. 36.5 ins. Weight 1596 lbs. Means of ignition Comp. Kind of fuel used Light Diesel.  
 k { Solid forged dia. 6.9 ins. as per Rule 6.9 ins. Crank pin dia. 8.125 ins. Mid length breadth 13.25" Thickness parallel to axis -  
 aft, { ~~XXXXXX~~ of journals as fitted 8.5 ins. Crank Webs Mid length thickness 3.5" Thickness around eyehole -  
 as per Rule 8.5 ins. as per Rule 4.5" as per Rule -  
 heel Shaft, diameter as fitted flywheel on crankshaft Intermediate Shafts, diameter as fitted 8.5" Thrust Shaft, diameter at collars as fitted As crankshaft  
 e Shaft, diameter as per Rule - Screw Shaft, diameter as per Rule 4.9" Is the { ~~screw~~ } shaft fitted with a continuous liner { Yes  
 as fitted - as fitted 8.5"  
 ze Liners, thickness in way of bushes as per Rule .41" as per Rule .31" Is the after end of the liner made watertight in the  
 as fitted 9/16" Thickness between bushes as fitted 7/16"  
 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  
 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 fits tightly.  
 o liners are fitted, is the shaft lapped or protected between the liners - Is an approved ~~XXXXXX~~ or other appliance fitted at the after end of the tube  
Yes If so, state type Cutless rubber Length of Bearing in Stern Bush next to and supporting propeller 2 ft. 11 ins.  
 peller, dia. 59" Pitch 47" No. of blades 4 Material bronze whether Moveable fixed Total Developed Surface 12 sq. feet  
 od of reversing Engines direct Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication  
 ced Thickness of cylinder liners 7/8" Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with  
 onducting 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 -  
 ing Water Pumps, No. 1 F.W.: 1 S.W. Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes  
 e Pumps worked from the Main Engines, No. One - Centrifugal ~~XXXXXX~~ 2" suet Can one be overhauled while the other is at work -  
 ps connected to the Main Bilge Line { No. and Size 1 - 2" centrifugal : 1 - 3" centrifugal : 1 - 2 1/2" Downton  
 How driven Main Engine : Aux. Diesel. : Hand cranks.  
 e 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  
 gements -  
 ast Pumps, No. and size - Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2 - 1 1/2" gear type.  
 wo independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge  
 ps, No. and size:—In Machinery Spaces Three 2 1/2"; One 1" In Pump Room -  
 olds, &c. Four 2"  
 ependent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One - 2 1/2"  
 all the Bilge Suction pipes ~~XXXXXX~~ fitted with strum-boxes Yes Are the Bilge Suctions in the Machinery Spaces  
 from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes  
 all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks valves.  
 they fixed sufficiently high on the ship's side to be seen without lifting the platform plates No 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 Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate -  
 ut pipes pass through the bunkers None How are they protected -  
 ut pipes pass through the deep tanks - Have they been tested as per Rule -  
 all Pipes, Cocks, Valves, and Pumps in connection with the machinery ~~XXXXXX~~ 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 ~~XXXXXX~~ machinery spaces, or from  
 compartment to another Yes 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 Enclosed crankcase and drip  
trays.  
 n Air Compressors, No. One No. of Stages Two Diameters 5.25" & 3" Stroke 3.5 ins. Driven by Main engine.  
 iliaary Air Compressors, No. - No. of stages - Diameters - Stroke - Driven by -  
 all Auxiliary Air Compressors, No. One No. of stages Two Diameters 1" Stroke - Driven by -  
 ut provision is made for first Charging the Air Receivers Electric starter on port aux. Diesel clutch coupled to Aux. compressor.  
 venging Air Pumps, No. - Diameter - Stroke - Driven by -  
 iliaary Engines crank shafts, diameter as per Rule 2.4" No. Three  
 as fitted 3" Position Port and Ford. and Art Star.  
 e the Auxiliary Engines been constructed under special survey Port only. Is a report sent herewith Yes

503 and 2 lines 003434-003443-0214



**AIR RECEIVERS:**—Have they been made under survey. No. State No. of Report or Certificate. 8102;8117;8092;8094  
Is each receiver, which can be isolated, fitted with a safety valve as per Rule. Fusible plug on each receiver. Safety valve on each  
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. Five. Total cubic capacity. 74 cu.ft. Internal diameter. 1 @ 20"x5ft. thickness. 250 ins  
Seamless, lap welded or riveted longitudinal joint. welded. Material. steel. Range of tensile strength. 55000 lbs min. Working pressure by Rules Actual 500 lbs

**IS A DONKEY BOILER FITTED?** NO If so, is a report now forwarded?  
Is the donkey boiler intended to be used for domestic purposes only.

**PLANS.** Are approved plans forwarded herewith for Shafting. 12-4-43 Receivers. See note below. Separate Fuel Tanks. 30-3-43  
(If not, state date of approval)

Donkey Boilers. General Pumping Arrangements. 11-4-44. Pumping Arrangements in Machinery Space. 11-4-44.  
Oil Fuel Burning Arrangements.

### SPARE GEAR.

Has the spare gear required by the Rules been supplied. YES

State the principal additional spare gear supplied.

The foregoing is a correct description

CLARE SHIP BUILDING COMPANY LIMITED  
MELBOURNE, N. S.

Manufacturer.

Dates of Survey while building { During progress of work in shops - - } Engine not built under Special Survey.  
{ During erection on board vessel - - } 1944--APR. 19; JULY 1, 14, 25; SEPT. 15, 21; OCT. 16, 18, 26; NOV. 2(2); 3, 10, 17  
Total No. of visits. 17.

Dates of Examination of principal parts—Cylinders. Covers. Pistons. Rods. Connecting rods.

Crank shaft. Flywheel shaft. Thrust shaft. Intermediate shafts. Tube shaft.

Screw shaft. Propeller. 3-12-43. Stern tube. 23-12-43. Engine seatings. 17-6-44. Engines holding down bolts. 28-6-44.

Completion of fitting sea connections. 4-6-44. Completion of pumping arrangements. 20-9-44. Engines tried under working conditions. 18-10-44.

Crank shaft, Material. Forged Steel. Identification Mark. - Flywheel shaft, Material. As crankshaft. Identification Mark. LLOYD'S 19

Thrust shaft, Material. As crankshaft. Identification Mark. - Intermediate shafts, Material. Steel. Identification Marks. EER 19

Tube shaft, Material. - Identification Mark. - Screw shaft, Material. Steel. Identification Mark. EER 26

Identification Marks on Air Receivers. FORD. PORT: 250 lbs. 8102 RSE 12-3-42::FORD. STBD: 250 lbs. 8117 RSE 12-7

AFTER PORT: " 8092 " 12-3-42::AFTER STBD: " 8098 " 12-3

Large receivers certified by American Navy Dept., all re-tested to 500 lbs. before installation. : FORD. (Small) L.R. 1228 T.M. 18-2-4

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

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo. No. 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. Yes. If so, state name of vessel. "N.M.S. 1053"

**General Remarks** (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel has not been built under Special Survey but is stated to have been manufactured under the inspection of the American Navy, and supplied to the British Admiralty under Lend Lease arrangements.

The machinery has been installed on board to comply with the Rules, approved plans and the British Admiralty Specification, and has been tried under full working conditions and found satisfactory. The workmanship and materials used are good and the vessel is eligible in my opinion to receive the notation L.M.C. (R) 11-44 and T.S. (CL.) 11-44.

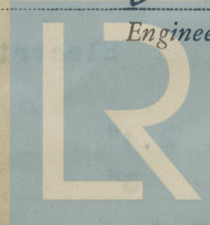
The amount of Entry Fee ... \$ 10.00 : When applied for,  
Installation Special Fee ... \$ 140.00 : Dec. 28, 1944  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) \$ 300.00 : When received,  
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Committee's Minute. FEB 9, 1945

Assigned LMC(R) 11,44 Oil Eng. C.L.

*W. R. L. Lloyds*

Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register  
Foundation