

REPORT ON OIL ENGINE MACHINERY.

No. 51756

Date of writing Report 19 When handed in at Local Office 14-9-30 Port of Glasgow Received at London Office 16 SEP 1931
 No. in Survey held at Glasgow Date, First Survey 24th Nov 1930 Last Survey 10th Sep 1931
 Reg. Book. Imperial Transport Number of Visits 16

on the Single Screw vessel Imperial Transport Tons Gross 8022
Twin Triple Quadruple Net 4830
 Built at Glasgow By whom built Blythwood S.B. Cold Yard No. 31 When built 1931
 Engines made at Wallsend By whom made North Eastern M.E. Cold Engine No. 2765 When made 1931
 Donkey Boilers made at Wallsend By whom made North Eastern M.E. Cold Boiler No. 2765 When made 1931
 Brake Horse Power 4000 Owners Houlder Bros Port belonging to
 Nom. Horse Power as per Rule 633 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

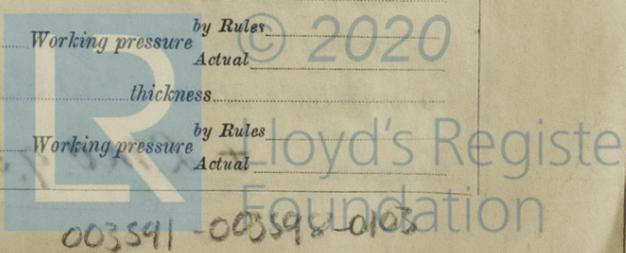
Trade for which vessel is intended Newcastle Pkt 86794
 Type of Engines 2 or 4 stroke cycle Single or double acting Single or double acting
 Maximum pressure in cylinders _____ Diameter of cylinders _____ Length of stroke _____ No. of cylinders _____ No. of cranks _____
 Span of bearings, adjacent to the Crank, measured from inner edge to inner edge _____ Is there a bearing between each crank _____
 Revolutions per minute _____ Flywheel dia. _____ Weight _____ Means of ignition _____ Kind of fuel used _____
 Crank Shaft, dia. of journals _____ as per Rule _____ Crank pin dia. _____ Crank Webs _____ Mid. length breadth _____ Thickness parallel to axis _____
 as fitted _____ Mid. length thickness _____ Thickness around eyehole _____
 Flywheel Shaft, diameter _____ as per Rule _____ Intermediate Shafts, diameter _____ as per Rule _____ Thrust Shaft, diameter at collars _____ as per Rule _____
 as fitted _____ as fitted _____ as fitted _____
 Tube Shaft, diameter _____ as per Rule _____ Screw Shaft, diameter _____ as per Rule _____ Is the { tube { shaft fitted with a continuous liner {
 as fitted _____ as fitted _____ as fitted _____ screw _____

Bronze Liners, thickness in way of bushes _____ as per Rule _____ Thickness between bushes _____ as per rule _____ Is the after end of the liner made watertight in the
 as fitted _____ as fitted _____ propeller boss _____ 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 _____ If so, state type _____ Length of Bearing in Stern Bush next to and supporting propeller _____
 Propeller, dia. _____ Pitch _____ No. of blades _____ Material _____ whether Moveable _____ Total Developed Surface _____ sq. feet
 Method of reversing Engines _____ Is a governor or other arrangement fitted to prevent racing of the engine when declutched _____ Means of lubrication _____
 Thickness of cylinder liners _____ Are the cylinders fitted with safety valves _____ Are the exhaust pipes and silencers water cooled or lagged with
 non-conducting material _____ 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. _____ Is the sea suction provided with an efficient strainer which can be cleared within the vessel _____
 Bilge Pumps worked from the Main Engines, No. _____ Diameter _____ Stroke _____ Can one be overhauled while the other is at work _____
 Pumps connected to the Main Bilge Line { No. and Size _____
 How driven _____

Ballast Pumps, No. and size _____ Lubricating Oil Pumps, including Spare Pump, No. and size _____
 Are two independent means arranged for circulating water through the Oil Cooler _____ Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
 Pumps, No. and size:—In Machinery Spaces 4 @ 3 1/2" 1 @ 3" In Pump Room X
 In Holds, &c. see list 2/21/31
 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 5"
 Are all the Bilge Suction pipes in Holds and Turret Well fitted with strum-boxes yes Are the Bilge Suctions in the Machinery Spaces
 ed 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 both
 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 yes Is it fitted with a watertight door yes 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 yes

Main Air Compressors, No. _____ No. of stages _____ Diameters 3 1/2" 14" 14" Stroke _____ Driven by _____
 Auxiliary Air Compressors, No. 1 No. of stages 3 Diameters Bellin Morecom Type Stroke 9" Driven by Steam
 Small Auxiliary Air Compressors, No. _____ No. of stages _____ Diameters _____ Stroke _____ Driven by _____
 scavenging Air Pumps, No. _____ Diameter _____ Stroke _____ Driven by _____
 Auxiliary Engines crank shafts, diameter _____ as per Rule _____
 as fitted _____

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 _____
 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 _____



003541-003548-0103

IS A DONKEY BOILER FITTED? yes - two If so, is a report now forwarded? nwc 86794 - yes
 Is the donkey boiler intended to be used for domestic purposes only? no - for auxy machinery

PLANS. Are approved plans forwarded herewith for Shafting See nwc report & plan Receivers See nwc report & plan Separate Tanks See nwc report & plan
 (If not, state date of approval) Donkey Boilers See nwc report & plan General Pumping Arrangements See nwc report & plan Oil Fuel Burning Arrangements See nwc report & plan

SPARE GEAR.

Has the spare gear required by the Rules been supplied? All as per nwc list

State the principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops - - }
 { During erection on board vessel - - } 1930 Nov: 24 Dec: 1 - 1931 - Jan: 30 Feb: 13 Mar: 4 10 Apr: 16 17 20 21 22 23 June: 25 Sept: 2 9 11
 Total No. of visits 16

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 _____ Stern tube _____ Engine seatings 10/3/31 Engines holding down bolts 10/3/31
 Completion of fitting sea connections 13/2/31 Completion of pumping arrangements 21/4/31 Engines tried under working conditions 10/9/31

Crank shaft, Material _____ Identification Mark _____ Flywheel shaft, Material _____ Identification Mark _____
 Thrust shaft, Material _____ Identification Mark _____ Intermediate shafts, Material _____ Identification Marks _____
 Tube shaft, Material _____ Identification Mark _____ Screw shaft, Material _____ Identification Mark _____

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 Yes If so, have the requirements of the Rules been complied with Yes
 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 _____

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery noted in Newcastle report n° 86794 has been properly fitted on board the vessel, tried under working conditions and found satisfactory. It is eligible in my opinion to be classed with record + L.M.C. 9.31 (oil eng.) and notation of Screwshaft C.L. - 2 DB. 180 lb.

AL
14/9/31

The amount of Entry Fee £ : ✓ : When applied for, 28 8 1931.
 Special ... 1/5 £ 21 : 6 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : : When received, 3 9 1931

Committee's Minute **GLASGOW 15 SEP 1931**

Assigned + L.M.C. 9.31 2 DB - 180 lb.
 CERTIFICATE WRITTEN.

H Suthers
 Engineer Surveyor to Lloyd's Register of Shipping.

