

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 20056

Received at London Office 20 MAR 1937

Date of writing Report 19. 3. 37 When handed in at Local Office 19. 3. 37 Port of Grimsby

No. in Survey held at Lincoln Date, First Survey 16-11-1936 Last Survey 25-2-1937

Reg. Book. Number of Visits 16

on the ~~Single~~ ~~Triple~~ ~~Quadruple~~ Screw vessel M.V. "YENANGYAUNG."

Tons { Gross
Net

Built at Newcastle By whom built Swan Hunter & W. Richardson Yard No. 1531 When built 1934

Engines made at Lincoln By whom made Ruston & Hornsby Ltd Engine No. 183695 When made 1934

Donkey Boilers made at ✓ By whom made ✓ Boiler No. ✓ When made ✓

Brake Horse Power 40 Owners Mess. Barmah Oil Co. Ltd Port belonging to

Nom. Horse Power as per Rule 11 Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted ✓

Trade for which vessel is intended ✓ (one engine type 4 VQ Z)

L ENGINES, &c. Type of Engines airless injection cold starting 2 or 4 stroke cycle 4 Single or double acting Single

Maximum pressure in cylinders 800 LBS. Diameter of cylinders 5 3/8" Length of stroke 8" No. of cylinders 4 No. of cranks 4

M.I.P. 86.5 LBS. span of bearings, adjacent to the Crank, measured from inner edge to inner edge 6 1/2" Is there a bearing between each crank yes

Revolutions per minute 600 Flywheel dia. 2'-8" Weight 890 LBS. Means of ignition Compression Kind of fuel used Crude oil

Crank Shaft, dia. of journals as per Rule approved 3 5/8" Crank pin dia. 3 1/4" Crank Webs Mid. length breadth 5 3/8" Thickness parallel to axis ✓

as fitted 3 5/8" Mid. length thickness 1 5/8" Thickness around eye hole ✓

Flywheel Shaft, diameter as per Rule approved 3 5/8" Intermediate Shafts, diameter as per Rule ✓ Thrust Shaft, diameter at collars as per Rule ✓

as fitted 3 5/8" as fitted ✓ Is the { tube { screw } shaft fitted with a continuous liner { ✓

Tube Shaft, diameter as per Rule ✓ Screw Shaft, diameter as per Rule ✓ as fitted ✓

as fitted ✓ Thickness between bushes as per rule ✓ Is the after end of the liner made watertight in the

Bronze Liners, thickness in way of bushes as per Rule ✓ 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

haft ✓ 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 yes ✓ Means of lubrication

forced Thickness of cylinder liners 7/16" Are the cylinders fitted with safety valves yes ✓ Are the exhaust pipes and silencers water cooled or lagged with

non-conducting material water 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. one ✓ Is the sea suction provided with an efficient strainer which can be cleared within the vessel ✓

What special arrangements are made for dealing with cooling water if discharged into bilges ✓

Bilge Pump worked from the Engine, No. one Diameter 2 3/4" Stroke 2" 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 ✓ Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size one, geared

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 ✓ In Pump Room ✓

In Holds, &c. ✓

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size ✓

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes ✓ 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 ✓

Are all Sea Connections fitted direct on the skin of the ship ✓ Are they fitted with Valves or Cocks ✓

Are they fixed sufficiently 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 ✓

Are 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 ✓

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 ✓

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 ✓ 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. ✓ No. of stages ✓ Diameters ✓ Stroke ✓ Driven by ✓

Auxiliary Air Compressors, No. ✓ No. of stages ✓ Diameters ✓ Stroke ✓ Driven by ✓

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 ✓ No. ✓ Position ✓

IR 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 2020

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?

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
(If not, state date of approval)

23/10/33

Receivers

Separate Tanks 28.1.37

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

CUSLON & Hornsby, Limited

The foregoing is a correct description.

Alan Kimber

Manufacturer.

Dates of Survey while building
During progress of work in shops - 1936 Nov 16 Dec 3, 29, 31. 1937 Jan 7, 18, 21, 26, 27, Feb 1, 5, 12, 16, 22, 23, 25.
During erection on board vessel -
Total No. of visits 16

Dates of Examination of principal parts—Cylinders 25.1.37 Covers 25.1.37 Pistons 12.2.37 Rods Connecting rods 9.3.37

Crank shaft 18.1.37 Flywheel shaft 18.1.37 Thrust shaft Intermediate shafts Tube shaft

Screw shaft Propeller Stern tube Engine seatings Engines holding down bolts

Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions 22.2.37

Crank shaft, Material S.M. Steel Identification Mark 3250 A Flywheel shaft, Material S.M. Steel Identification Mark 3250 A

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.

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

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo

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 No If so, state name of vessel

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

The workmanship & materials

are good.

The engine has been built under Special Survey in accordance with the Rules & approved plans.

Running trials were carried out at the Makers works & all found satisfactory.

The engine has been forwarded to Newcastle for fitting on board.

This Auxiliary Oil Engine has been satisfactorily fitted on board the vessel.

Acubath
Newcastle on Tyne.

Request form attached.

Ref: 9/4156/36/10.933.

The amount of Entry Fee .. £
Special .. £
Donkey Boiler Fee .. £
Travelling Expenses (if any) .. £
When applied for, 19.
When received, 19.

Committee's Minute

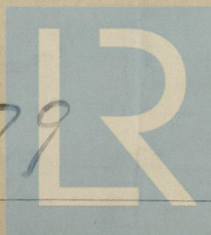
Assigned

FRI 3 SEP 1937

See Mv. 2.E. 95379

Clive Bell

Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation