

4b. **REPORT ON OIL ENGINE MACHINERY.**

No. 13249.

Received at London Office 25 MAY 1935

Writing Report 24th May 1935 When handed in at Local Office 24th May 1935 Port of BRISTOL

Survey held at DURSLEY Date, First Survey 30th March Last Survey 11th May 1935 Number of Visits 4

on the Single } Screw vessel Tons { Gross
Twin }
Triple }
Quadruple }

By whom built Vickers-Armstrong Yard No. 697 When built

By whom made R. A. Lister & Co. Ltd. Engine No. 14766 When made 1935

Boilers made at By whom made Boiler No. When made

Horse Power 3 Owners Port belonging to

Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Info for which vessel is intended

Engines, &c. Type of Engines 3 1 Airless Injection 2 or 4 stroke cycle 4 Single or double acting Single

pressure in cylinders 700 lbs Diameter of cylinders 3.75 Length of stroke 5.5 No. of cylinders one No. of cranks one

bearings, adjacent to the Crank, measured from inner edge to inner edge 7.5 Is there a bearing between each crank

rpm per minute 650 Flywheel dia. 24 Weight 2400 lbs Means of ignition Compression Kind of fuel used Diesel

Shaft, dia. of journals as per Rule 2 Crank pin dia. 2.5 Crank Webs Mid. length breadth 3.0 Thickness parallel to axis

Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule

Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner

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

boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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

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

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

Means of reversing Engines Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication

Thickness of cylinder liners 5 Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with

insulating material 90 If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

Water Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

connected to the Main Bilge Line No. and Size How driven

Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size

independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

No. and size:—In Machinery Spaces

Pumps, &c.

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

Are the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Are the Bilge Suctions in the Machinery Spaces

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

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

How are they protected

Have they been tested as per Rule

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

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

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

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

Primary Air Compressors, No. No. of stages Diameters Stroke Driven by

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

Blowing Air Pumps, No. Diameter Stroke Driven by

Primary Engines crank shafts, diameter as per Rule as fitted

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule

Are the internal surfaces of the receivers be examined What means are provided for cleaning their inner surfaces

Is there a drain arrangement fitted at the lowest part of each receiver

Pressure Air Receivers, No. Cubic capacity of each Internal diameter thickness

Are they lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

Blowing Air Receivers, No. Total cubic capacity Internal diameter thickness

Are they lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

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IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting 25/10/34
(If not, state date of approval)

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

The foregoing is a correct description,

J.P. A. Colver & Co. Ltd. (Marine Sales Dept.) Manufacturer.

Dates of Survey while building
 During progress of work in shops - - Mar. 30. Apr. 9. 29. May 11.
 During erection on board vessel - -
 Total No. of visits 4.

Dates of Examination of principal parts—Cylinders 11.5.35 Covers 11.5.35 Pistons 11.5.35 Rods -
 Crank shaft 29.4.35 Flywheel shaft 29.4.35 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 12 TEST 11.5.35
 Crank shaft, Material Identification Mark Flywheel shaft, Material Steel Identification Mark 14761
 Thrust shaft, Material Identification Mark Intermediate shafts, Material Identification Marks 21170
 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

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.)

This engine has been sent to the Hamworthy Eng. Co. & Co. Ltd. to be for driving auxiliary machinery
All parts have been exam'd. before being assembled & found satisfactory
& the engine tested in the works before despatch

Certificate (if required) to be sent to
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee ... £	:	:	When applied for,
Special ... £	3	3	<u>24 May 1935</u>
Donkey Boiler Fee ... £	:	:	When received,
Travelling Expenses (if any) £	:	2	<u>20th June 1935</u>

John L. Coyne
 Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute

FRI, 9 AUG 1935

TUE, 13 AUG 1935

Assigned

See Pres. J.E. 2576



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