

REPORT ON OIL ENGINE MACHINERY.

No. 83570

Received at London Office - 8 DEC 1928

4/12/1928 Port of Newcastle - a - Tyne.

When handed in at Local Office

Survey held at Newcastle

Date, First Survey 12 March

Last Survey 3rd Dec 1928

Number of Visits 59

Single
on the Twin
Triple
Quadruple

Screw vessel

MOTOR VESSEL "PORT ALMA"

Tons Gross 7983
Net 4926

Newcastle - a - Tyne

By whom built Swan Hunter, Wigham & Reed, Sunderland, Yard No. 1341 When built 1928.

made at Sunderland

By whom made W. D. Bosford & Sons, Ltd. Engine No. 40 When made -

Boilers made at Stockton

By whom made Riley Bros. Boiler No. 5482 When made -

Horse Power 6600

Owners Cannon & Co., Ltd. Port belonging to London

Horse Power as per Rule 1344

Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes

for which vessel is intended Heat Trade.

ENGINES, &c. Type of Engines 2 or 4 stroke cycle Single or double acting

pressure in cylinders Diameter of cylinders Length of stroke No. of cylinders No. of cranks

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

as per minute Flywheel dia. N^o. Weight 29855 Kind of fuel used

shaft, dia. of journals as per Rule as fitted Crank pin dia. Attached Mid. length breadth Thickness parallel to axis

Intermediate Shafts, diameter as per Rule 14.58" Thrust Shaft, diameter at collars as per Rule

as fitted 16" Is the shaft fitted with a continuous liner Yes

Screw Shaft, diameter as per Rule 15.98" as fitted 14.98" Is the shaft fitted with a continuous liner Yes

Liners, thickness in way of bushes as per Rule 4.49" as fitted 2.432" Thickness between bushes as per rule 5.93" as fitted 3.532"

Is the after end of the liner made watertight in the boss Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

er 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

ners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after

e tube shaft Length of Bearing in Stern Bush next to and supporting propeller 5'-8"

er, dia. 16-3" Pitch 16-3" No. of blades 4 Material Bronze whether Moveable Yes Total Developed Surface 83 sq. feet

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 See Sunderland Report Attached Are the cylinder liners cooled or lagged with

acting material If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine Up line.

Water Pumps, No. 3 Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

umps 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 One 5" Centres How driven MOTOR.

Pumps, No. and size 1-8" Centres Lubricating Oil Pumps, including Spare Pump, No. and size 2 Weis 9x11" Motor

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

No. and size: - In Machinery Spaces Six. Two 3" + Two 6" direct.

, &c. 1/2" 1" 2-3 1/2" 1/2" 2-3 1/2" 1/2" 3" 2-3 1/2" 1/2" 4" 2-3 1/2" 1/2" 5" 1-3" T. Well 1-3"

ident Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-8" Ballast pump 6" Bilge + 1 with 5"

The Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes 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 Yes

sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Valves & Cocks

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 Below

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

es pass through the bunkers How are they protected

es pass through the deep tanks 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 Yes

rrangement 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

ment to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Engine Room.

od 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 1 Stroke Driven by

ary Air Compressors, No. Two No. of stages 3 Diameters 13 1/4 x 10 3/4 x 3 1/4 Stroke 8 Driven by Motor. Invers

Auxiliary Air Compressors, No. One No. of stages 2 Diameters 6-2 1/4 Stroke 4 1/2 Driven by Steam

nging Air Pumps, No. See Sunderland Report. Stroke Driven by

ary Engines crank shafts, diameter as per Rule as fitted allans. Bedford. Please see London Report 12.9.3069.

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

e internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces Washers.

ve a drain arrangement fitted at the lowest part of each receiver Yes

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

ss, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

ng Air Receivers, No. 3 Total cubic capacity 45.0 Cu Ft. Internal diameter 4'-1 1/2" thickness 1 1/2"

ss, lap welded or riveted longitudinal joint Riveted Material steel Range of tensile strength 28/32 Tons Working pressure by Rules 600 lbs/sq. in.

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IS A DONKEY BOILER FITTED?

yes

If so, is a report now forwarded?

yes

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

Forwarded

Receivers

under repairs on S. M. Port Fairy
Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

YES

SPARE GEAR As per attached lists. Please see reports attached also

all plans forwarded with first entry report on S. S. M. V. Port Fairy

The foregoing is a correct description,

FOR

SWAN, HUNTER & WIGHAM RICHARDSON, LTD.

Manufacturer.

DIRECTOR

Dates of Survey while building
During progress of work in shops -- 1928
During erection on board vessel --
Total No. of visits 26.28.30 DEC. 1.2.3 59.

Dates of Examination of principal parts -- Cylinders Covers Pistons Rods Connecting rods
Crank shaft (Please see Sunderland Report No. 29855 attached)
Flywheel shaft Thrust shaft Intermediate shafts Tube shaft

Screw shaft 14.9.28 Propeller 14.9.28 Stern tube 14.9.28 Engine seatings 25.9.28 Engines holding down bolts 12.1.29

Completion of fitting sea connections 14.9.28 Completion of pumping arrangements 2.10.28 Engines tried under working conditions 3.1.29

Crank shaft, Material S Identification Mark -- Flywheel shaft, Material S Identification Mark
Thrust shaft, Material S Identification Mark -- Intermediate shafts, Material steel Identification Marks
Tube shaft, Material -- Identification Mark -- Screw shaft, Material steel 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 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

Is this machinery duplicate of a previous case YES. If so, state name of vessel "PORT FAIRY."

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

The Machinery has been soundly fitted on board the vessel, tried under full working conditions & found satisfactory.

The Machinery of this vessel is eligible, in my opinion to have record T.M.R. 12.28 & S.S. 12.28.

The amount of Entry Fee ... £ : : When applied for,

Special ... £ 26:14:6 1928

Donkey Boiler Fee ... £ 6:6:0 When received,

Travelling Expenses (if any) £ 2:2:0 12.12.28

Committee's Minute FRI. 14 DEC 1928

Assigned

+ L.M.C. 12.28 C.L.

Oil Engines

2 S.P. 100hp

Thos. A. Ferguson

Engineer Surveyor to Lloyd's Register of Shipping



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CERTIFICATE WRITTEN