

REPORT ON OIL ENGINE MACHINERY.

No. 90909

Received at London Office 12 JAN 1934

NEWCASTLE-ON-TYNE

Writing Report 11th Jan. 1934 When handed in at Local Office 11th Jan. 1934 Port of

Survey held at Newcastle-on-Tyne Date, First Survey 16 Nov 1933 Last Survey 4.1. 1934

Bank "ROCK" Tons Gross 250 Net

on the Hebburn-on-Tyne Yeovil By whom built R.W. Hawthorn, Leslie & Co. Ltd No. 591 When built 1934

By whom made Petters Ltd. Engine No. When made 1934

Boilers made at By whom made Boiler No. When made

orse Power 260 Owners Free Trade Wharf Co. Ltd. Port belonging to London.

se Power as per Rule 109 Is Refrigerating Machinery fitted for cargo purposes 90 Is Electric Light fitted yes.

which vessel is intended Coasting.

Southampton Rpt. No. 15261 Petters Atomic Diesel 2 or 4 stroke cycle 2 Single or double acting single

GINES, & Co. Type of Engines Pressure in cylinders 650 lbs./sq. Diameter of cylinders 12 1/2 Length of stroke 18 1/4 No. of cylinders 4 No. of cranks 4

ings, adjacent to the Crank, measured from inner edge to inner edge 19 1/2 Is there a bearing between each crank yes.

er minute 275 Flywheel dia. 47 Weight 3786 lbs. Means of ignition Compression Kind of fuel used Diesel Oil

ft. dia. of journals as fitted 7 1/2 Crank pin dia. 7 1/2 Crank Webs Mid. length breadth 9 1/2 shrunk Thickness parallel to axis

shaft, diameter as fitted 7 1/2 Intermediate Shafts, diameter as per Rule none Thrust Shaft, diameter at collars as fitted 5

t, diameter as per Rule 5 Screw Shaft, diameter as fitted 5 Is the shaft fitted with a continuous liner no

ers, thickness in way of bushes as per Rule none Thickness between bushes as fitted Is the after end of the liner made watertight in the

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

oes 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

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 20

dia. 5'-6" Pitch 3'-9" No. of blades 4 Material C.I. whether Moveable no Total Developed Surface sq. feet

reversing Engines Hand-direct Is a governor or other arrangement fitted to prevent racing of the engine when de-clutched yes Means of lubrication

Thickness of cylinder liners none Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with

Manifold lagged - Silencers water-cooled. material If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

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

is worked from the Main Engines, No. One Diameter 3 7/8 Stroke 4 Can one be overhauled while the other is at work

ected to the Main Bilge Line No. and Size one 3 7/8 x 4 one 4 1/2 x 6 one 1 1/2

How driven off Main Engine Belt driven off Aux. Diesel Eng. Semi-rotary hand.

pumps, No. and size One 4 1/2 x 6 Lubricating Oil Pumps, including Spare Pump, No. and size 2 @ 1 1/2 x 1 3/8

endent means arranged for circulating water through the Oil Cooler none Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

nd size: - In Machinery Spaces 1 @ 2 1/4, 1 @ 2" and 1 (Hand Pump) @ 1 1/2 In Pump Room

2 @ 2 1/4 and 2 (Hand Pumps) @ 1 1/2

at Power Pump Direct Suctions to the Engine Room Bilges, No. and size one @ 3

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

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

Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks both

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 above

itted 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

ss through the bunkers none How are they protected

ss through the deep tanks none Have they been tested as per Rule

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

ment 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

another yes. Is the Shaft Tunnel watertight Machy. aft Is it fitted with a watertight door worked from

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

mpressors, No. One No. of stages 2 Diameters 5" & 6 5/8 Stroke 6 1/2 Driven by Main Engine

r Compressors, No. One No. of stages 1 Diameters 3 1/4 Stroke 3 1/4 Driven by Belt from aux. Eng.

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

Air Pumps, No. Diameter Stroke Driven by

y Engines crank shafts, diameter as per Rule See Southampton Reports Nos 15261

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

nternal surfaces of the receivers be examined and cleaned yes Is a drain fitted at the lowest part of each receiver yes.

essure Air Receivers, No. none Cubic capacity of each Internal diameter thickness

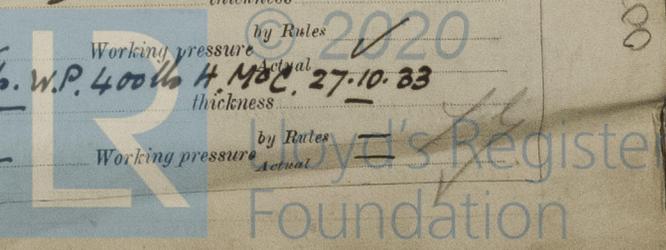
ap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

Air Receivers, No. Two - See Lon. Reports 7209, 7211, Lloyd's Cert 750 lbs. W.P. 400 lbs H.M.C. 27.10.33

Material Range of tensile strength Working pressure Actual thickness

eamness, lap welded or riveted longitudinal joint Rivd

007714-007121-0289



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 See Southampton Rpt. Receivers - Separate Tanks See Southampton Rpt.
Donkey Boilers General Pumping Arrangements 14.11.33 Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied }
State the principal additional spare gear supplied } All as per approved list and Secretary's Letter E to the Southampton Surveyors.

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops - - } 1933
{ During erection on board vessel - - } Nov. 16. 21. 27. 28. 30. Dec. 18. 28. 1934 Jan. 3. 4.
Total No. of visits 9.

Dates of Examination of principal parts - Cylinders Sou. Rpt. Covers Sou. Rpt. Pistons Sou. Rpt. Rods - Connecting rods
Crank shaft Sou. Rpt. Flywheel shaft Thrust shaft Sou. Rpt. Intermediate shafts None Tube shaft
Screw shaft Sps. Cert. C 7227 Propeller Sps. Cert. C 7227 Stern tube Sps. Cert. C 7227 Engine seatings 28.11.33 Engines holding down bolts 28.11.33
Completion of fitting sea connections 28.11.33 Completion of pumping arrangements 3.1.34 Engines tried under working conditions 4
Crank shaft, Material Steel Identification Mark Lloyds 2144 J.F.C. Compressor 14.12.31 Flywheel shaft, Material Steel Identification Mark Lloyds
Thrust shaft, Material Steel Identification Mark Lloyds 570 L.R.H. Intermediate shafts, Material - Identification Marks
Tube shaft, Material - Identification Mark - Screw shaft, Material Steel Identification Mark Lloyds

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 No If so, state name of vessel

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

This machinery, which has been constructed by Messrs. Petter & Ltd., has satisfactorily installed in the vessel, examined under working conditions found satisfactory; the under-water fittings and discharge valves have been fitted by Messrs. R.W. Hawthorn, Leslie & Co. Ltd.; materials and workmanship are of a high standard. The machinery is eligible, in my opinion, for classification, and to be recorded in L.M.C. 1. 34 in the Register Book.

The amount of Entry Fee .. £ : : When applied for, 99.12.1934
1/5 Special £ 5 : 9 : 6
Donkey Boiler Fee £ : :
Travelling Expenses (if any) £ : : 23/11/34

A. G. Forster
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute FRI. 13 JAN 1934
Assigned + dmc 1.34

CERTIFICATE WRITTEN
oil eng



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