

REPORT ON OIL ENGINE MACHINERY.

No. 55304

Received at London Office

Date of writing Report 19... When handed in at Local Office 6 DEC 1948 19... Port of HULL. 8 DEC 1948

No. in Survey held at Goole Date, First Survey 6. 2. 48 Last Survey 30. 10. 48
Reg. Book. Number of Visits 17

79486 on the ~~TOP~~ ~~TRIP~~ ~~TRIP~~ Single Screw vessel "W.A.R.M.I.A." Tons Gross 909 Net 420

Built at Goole By whom built Goole S.B. & R. Co., Ltd. Yard No. 441 When built 1948

Engines made at Glasgow By whom made British Polar Engines, Ltd. Engine No. E.643 When made 1948

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

Indicated Horse Power 980 Owners Gdynia America Shipping Lines, Ltd. Port belonging to Szczecin
Net Horse Power as per Rule 225 = MN Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which vessel is intended Coastal

ENGINES, &c. - Type of Engines Heavy oil Type M.56M 2 or 4 stroke cycle Single or double acting

Maximum pressure in cylinders SEE GLASGOW RPT. No. 73263. Diameter of cylinders Length of stroke No. of cylinders No. of cranks

Position 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, (Solid forged) dia. of journals as per Rule Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis
(Semi built) dia. of journals as fitted Crank webs shrunk Mid. length thickness Thickness around eyehole
(All built) dia. of journals as fitted

Propeller Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule approx. 7.7/8" Thrust Shaft, diameter at collars as fitted incorporated in M.E. see Glasgow Rpt.

Propeller Shaft, diameter as per Rule Screw Shaft, diameter as per Rule 8 1/2" Is the tube screw shaft fitted with a continuous liner none

Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as fitted Is the after end of the liner made watertight in the propeller boss

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 tube shaft Yes If so, state type Goole S.B. & R. Co. Ltd. Length of bearing in Stern Bush next to and supporting propeller 3'0"

Propeller, dia. 89" Pitch No. of blades 4 Material bronze whether moveable solid Total developed surface sq. feet

Method of reversing Engines direct Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of regulation forced Thickness of cylinder liners Are the cylinders fitted with safety valves Are the exhaust pipes and silencers water cooled

Engines lagged with non-conducting material Yes If the exhaust is led overboard/near the waterline, what means are arranged to prevent water from being syphoned to the engine Cooling Water Pumps, No. 1 on ME, 1 G.S. pump Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Water Pumps worked from the Main Engines, No. 1 Diameter 110m/m Stroke 120m/m Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line { No. and size 1 recip., 1 centrif. 50 tons/hr. 1 recip. 50 ton/hr. How driven M.E. Motor Motor

Is cooling water led to the bilges No If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping arrangements

Oil Pumps, No. and size 1 recip. as connected to bilge line. Power Driven Lubricating Oil Pumps, including spare pump, No. and size 2 on ME

Two independent means arranged for circulating water through the Oil Cooler Yes ME bilge & incl. G.S. pump Suctions, connected to both main bilge pumps and auxiliary pumps, No. and size: In machinery spaces 1-2 1/2" A.E.R. 1-3 1/2" F.E.R. 1-2 1/2" and 1-3 1/2" A.E.R. Pump room

Holds, &c. 2-3" aft of hold, 2-2 1/2" middle of hold, 2-2 1/2" to cofferdam after end of hold. Independent Power Pump Direct Suctions to the engine room bilges, No. and size 1-3 1/2" A.E.R. from centrif. pump. 1-3 1/2" F.E.R. recip. pump.

Are all the bilge suction pipes in holds fitted with strum-boxes Yes Are the bilge suction pipes in the machinery spaces led from easily accessible mud-boxes, placed at 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 Yes 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 above

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

Do pipes pass through the bunkers How are they protected

Do 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 Is it fitted with a watertight door worked from

On 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. see report on M.E. No. of stages stroke driven by

Auxiliary Air Compressors, No. 2 Hamworthy No. 70924; 39 cu.ft/min. driven by R.H. Eng. No. 238696. No. of stages stroke driven by

Small Auxiliary Air Compressors, No. Reavell No. 97034 motor driven. No. of stages stroke driven by

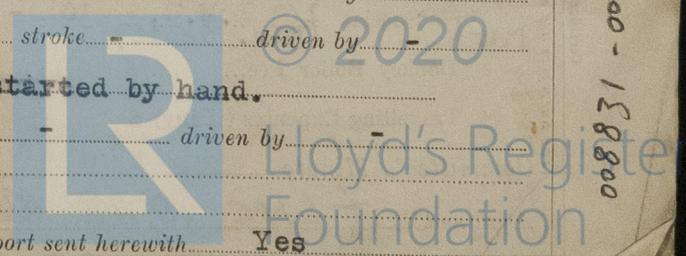
What provision is made for first charging the air receivers The above diesel engine can be started by hand.

Reversing Air Pumps, No. diameter stroke driven by

Auxiliary Engines crank shafts, diameter as per Rule Eng. Nos. 247222/3 Nott. Rpt. No. 262. as fitted Eng. Nos. 238696. Nott. Rpt. 308 Position

Have the auxiliary engines been constructed under special survey Yes Is a report sent herewith Yes

510 88838-0153



"WARMIA".

AIR RECEIVERS:—Have they been made under survey? Yes ✓ State No. of report or certificate Main Glasgow cert. Nos. 64660a 64661 (attached) Aux. Nott. Cert. D.1327.

Is each receiver, which can be isolated, fitted with a safety valve as per Rule? Yes ✓ Can the internal surfaces of the receivers be examined and cleaned? Yes ✓ Is a drain fitted at the lowest part of each receiver? Yes ✓

Injection 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. 2 main 1 aux. Total cubic capacity main 70 cu.ft. 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 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 22.1.47. Receivers - Separate fuel tanks - Donkey boilers - General pumping arrangements 28.3.47 Pumping arrangements in machinery space 28.3.47 Oil fuel burning arrangements -

SPARE GEAR.

Has the spare gear required by the Rules been supplied. see below. State the principal additional spare gear supplied. No major items.

Spare gear to Rule requirements on board vessel except spare impeller for M.E. scavenge blower. The Glasgow Surveyors state that this has now been despatched to vessel.

The foregoing is a correct description, Manufacturer.

Dates of Survey while building: During progress of work in shops - - During erection on board vessel - 1948. Feb. 6; Apr. 14, 16, 22, 23, 30; May 19, 28, 31; June 14; Oct. 1, 7, 11, 14, 19, 28, 30. Total No. of visits 17

Dates of examination of principal parts—Cylinders... Covers... Pistons... Rods... Connecting rods... Crank shaft... Flywheel shaft... Thrust shaft... Intermediate shafts 16.4.48... Tube shaft... Screw shaft 16.4.48... Propeller 23.4.48... Stern tube 23.4.48... Engine seatings 19.4.48... Engine holding down bolts 1.10.48... Completion of fitting sea connections 23.4.48... Completion of pumping arrangements 19.10.48... Engines tried under working conditions... Identification marks on air receivers... Main- see Glasgow certificates 64660a & 64661 attached. Aux. - Ruston & Hornsby D.1327. 23.5.48.

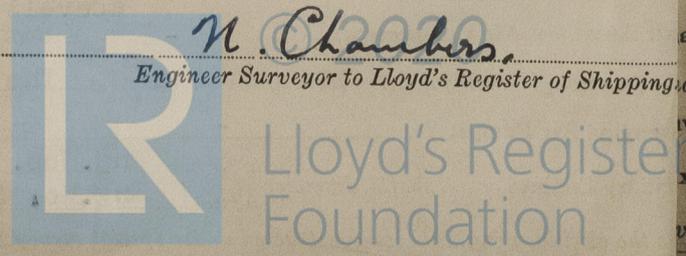
Is the flash point of the oil to be used over 150°F Yes ✓ Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with Yes ✓ Description of fire extinguishing apparatus fitted chemical & hose pipe Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No ✓ 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 Yes Propellers covered Nwc. Cert. No. C.25 Southampton Cert. D.2986. 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 main and auxiliary machinery of this vessel has been installed under special survey in accordance with the approved plans, Secretary's letters and the Rules. On completion the machinery was examined under working conditions and found satisfactory.

A notice board fitted at the control station stating that the engines are not to be run continuously between 150 & 175 R.P.M. as stated in Secretary's letter of 22.1.47.

The machinery is eligible in my opinion to have the Notations:- +LMC 10,48 O.G. Oil engines 3 S.C.S.A. 6 cyl. 13.3/8", 22.3/8". 225 MN.

The amount of Entry Fee ... £ Special 1/3 L.M.C. £ 30 - - (pls. debit) Donkey Boiler Fee... £ Travelling Expenses (if any) £ When applied for 19 When received 19 See Gls. Rpt. 73263



Committee's Minute 14 JAN 1949 Assigned + LMC 10,48 Oil Eng. O.G.

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