

REPORT ON OIL ENGINE MACHINERY.

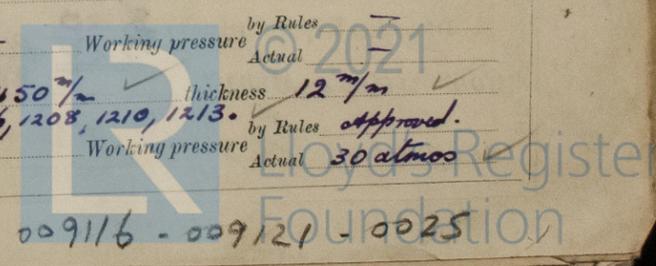
No. 8242

Date of writing Report 10 When handed in at Local Office 10 Port of Hong Kong
 No. in Survey held at Hong Kong Date, First Survey 13/7/38 Last Survey 8/12/1938
 Reg. Book. Single on the Twin Triple Quadruple Screw vessel "GOVERNOR WRIGHT" Tons Gross 506.33
Net 307.9

Built at Hong Kong By whom built U.S. Bailey & Co. Ltd Yard No. 291 When built 1938
 Engines made at Cologne By whom made Humboldt, Deutz, Motoren a.S. Engine No. 448550/55 When made 1938
 Donkey Boilers made at — By whom made — Boiler No. — When made —
 Brake Horse Power 575 Owners La Naviera Filipina Inc Port belonging to Bebe.
 Nom. Horse Power as per Rule — Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which vessel is intended Philippine coasting service.

OIL ENGINES, &c.—Type of Engines 2 or 4 stroke cycle Single or double acting
 Maximum pressure in cylinders — Diameter of cylinders — Length of stroke — No. of cylinders — No. of cranks —
 Span 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, dia. of journals as per Rule Crank pin dia. — Crank Webs — Mid. length breadth — Thickness parallel to axis —
as fitted Mid. length thickness — Thickness around eyehole —
Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as fitted 5.58 Thrust Shaft, diameter at collars as per Rule
as fitted as fitted
Tube Shaft, diameter as per Rule Screw Shaft, diameter as fitted 6 3/16 Is the tube shaft fitted with a continuous liner Yes
as fitted as fitted as fitted
Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as fitted 35/64 Is the after end of the liner made watertight in the
as fitted 1/2" as fitted 64 propeller boss Yes 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
 shaft No If so, state type — Length of Bearing in Stern Bush next to and supporting propeller 2'-0 3/4"
Propeller, dia. 6'-9" Pitch 1570 m/m No. of blades Four Material M.B. whether Moveable Fixed Total Developed Surface 17 m² sq. feet
Method of reversing Engines Direct by hand Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication
forced Thickness of cylinder liners — Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with
 non-conducting material water cooled 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 Yes
 What special arrangements are made for dealing with cooling water if discharged into bilges Discharge overboard
Bilge Pumps worked from the Main Engines, No. one Diameter 130 m/m Stroke 120 m/m Can one be overhauled while the other is at work Yes
Pumps connected to the Main Bilge Line { No. and Size 1 - 130 m/m x 120 m/m } Worthington Rotary pumps each 125 US galls/min
G.S. New York Cont. 29/10/37 How driven Main engine 10-HP Electric motors
Ballast Pumps, No. and size 1 - Rotary 125 US galls/min Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1 - 57 lts/min at 375 r.p.m. M.E.S.
2 - 230 US galls/min each. 3 HP electric motor
 Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
 Pumps, No. and size:—In Machinery Spaces 3 @ 2 1/2" dia Tunnel 1 @ 2 1/2" dia In Pump Room —
 In Holds, &c. 3 @ 2 1/4" N^o 1 Hold 4 @ 2 1/4" N^o 2 Hold S.S. 1 @ 2 1/2" dia Fixed Bilge Pump 1 @ 2 1/2" dia
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size — Are the Bilge Suctions in the Machinery Spaces
 Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes Are they fitted with Valves or Cocks Yes
 led from easily accessible mud-boxes, placed above 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 at water level
 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 —
 What pipes pass through the bunkers — How are they protected —
 What pipes pass through the deep tanks — Have they been tested as per Rule Yes
 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 Yes Is it fitted with a watertight door Yes worked from main deck
 If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork —

AIR RECEIVERS:—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
High Pressure Air Receivers, No. None Cubic capacity of each — Internal diameter — thickness —
 Seamless, lap welded or riveted longitudinal joint — Material — Range of tensile strength — Working pressure —
Starting Air Receivers, No. Four Total cubic capacity — Internal diameter 450 m/m thickness 12 m/m
See Draw along with dated 10/1/38 Receiver No. 1196, 1208, 1210, 1213. Working pressure — by Rules Approved.
 Seamless, lap welded or riveted longitudinal joint Lap welded Material SM Steel Range of tensile strength — Working pressure Actual 30 atmos



009116 - 009121 - 0025

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 Yes
(If not, state date of approval)

Receivers 20/7/32

Separate Tanks Yes

Donkey Boilers —

General Pumping Arrangements Yes

Oil Fuel Burning Arrangements —

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied As per attached sheets

The foregoing is a correct description

FOR W. S. BAILEY & Co., LTD,

W.S. Bailey

Manufacturer.

Manager

Dates of Survey while building	During progress of work in shops--		
		During erection on board vessel--	23/8/38 24/8/38 25/8/38 5/10/38 29/11/38 5/12/38 7/12/38 8/12/38
			Total No. of visits

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

Crank shaft — Flywheel shaft — Thrust shaft — Intermediate shafts — Tube shaft —

Screw shaft — Propeller — Stern tube 23/8/38 Engine seatings 25/8/38 Engines holding down bolts 5/10/38

Completion of fitting sea connections 24/8/38 Completion of pumping arrangements 29/11/38 Engines tried under working conditions 8/12/38

Crank shaft, Material — Identification Mark — Flywheel shaft, Material — Identification Mark N° 3646, 3647, 3648

Thrust shaft, Material — Identification Mark — Intermediate shafts, Material SM Engd Steel Identification Marks J.F.C. 11-3-8

Tube shaft, Material — Identification Mark — Screw shaft, Material SM Engd Steel Identification Mark J.F.C. 11-3-8

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 No

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 engine has been built under special survey (Dusseldorf Rpt N° 232) and together with the auxiliary machinery have been installed in the vessel in accordance with the Rules & instructions, tried under working conditions & found satisfactory

The following reports enclosed for, intermediate & screw shafts, propeller & air receivers and forgings.

New York reports dated 17/3/38 (C1669) for essential pumps

See New York Cert dated 29/10/37 for aux; compressor & General Service Pumps

See Dusseldorf Reports N° 256 & 257 for aux; oil engines

No certificate received for small aux air compressor driven by Atlas Craig oil engine N° 809 but engine & compressor opened up examined & found satisfactory.

It is recommended that the vessel be classed with Lloyd's Machinery Certificate & the record L.M.C. 12-38 be made in the Register Book.

135RM charged at Hamburg Dusseldorf Rpt N° 232

The amount of Entry Fee 15/11/38 \$ 10 : When applied for,

1/5 Special 2.6-3.0 \$ 99 : 9-12-1938

Donkey Boiler Fee — £ : When received,

Travelling Expenses (if any) 20 \$: 21-12-1938

Committee's Minute 129 Charged Hong Kong FRI 20 JAN 1939

Assigned + L.M.C. 12.38

oil by C.

Chas. R. Rowcliffe
Engineer Surveyor to Lloyd's Register of Shipping.



© 2021 Lloyd's Register Foundation

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