

LINE SHAFING. REPORT ON OIL ENGINE MACHINERY.

No. 103301

29. 8. 36

Received at London Office

of writing Report 27th Aug. 1936 When handed in at Local Office 29. 8. 1936 Port of London

in Survey held at Newbury Date, First Survey 8 July 1936 Last Survey 17 August 1936
Number of Visits 3

on the ^{Single} ~~Twin~~ ~~Triple~~ ~~Quadruple~~ Screw vessel **CASTLE COMBE**

Tons { Gross 455
Net 232

t at Bristol By whom built Chas. Hill & Son Ltd. Yard No. 251 When built 1936

ines made at Lincoln By whom made Rustons Hornsby Ltd. Engine No. 178679 When made 1936

SHAFTING by Boilers made at Newbury By whom made Plenty & Son Ltd. Certified Boiler No. R8900 When made 1936

ce Horse Power (460 SHP) Owners Ald. Shipping & Co. Port belonging to Bristol

is. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

de for which vessel is intended *Coasting*

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

imum pressure in cylinders *650 lb* Diameter of cylinders *12 1/2"* Length of stroke *15"* No. of cylinders *7* No. of cranks *-*

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

utions per minute *Eng. 430 Prop. 170* Flywheel dia. *4'-3"* Weight *44.4 cwt* Means of ignition *-* Kind of fuel used *-*

ik Shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank Webs Mid. length breadth Mid. length thickness shrunk Thickness parallel to axis Thickness around eyehole

heel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted *6 3/8"* Thrust Shaft, diameter at collars as per Rule as fitted

e Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted *7 1/4"* Is the { tube screw } shaft fitted with a continuous liner { *No times* }

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

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

e 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 *-*

o 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 *to be*

Yes If so, state type *Newark* Length of Bearing in Stern Bush next to and supporting propeller *30"*

eller, dia. *7'-0"* Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet

had 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 Are the cylinders fitted with safety valves Are the exhaust pipes and silencers water cooled or lagged with

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

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

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

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

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

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

ps, No. and size:—In Machinery Spaces In Pump Room

olds, &c.

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

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

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

all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

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

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

at pipes pass through the bunkers How are they protected

at pipes pass through the deep tanks Have they been tested as per Rule

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

he 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

partment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

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

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

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

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

venting Air Pumps, No. Diameter Stroke Driven by

iliary 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

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

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

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

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

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

This Report concerns propeller shaft, one intermediate shaft and stern tube only



IS A DONKEY BOILER FITTED?

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 7.5.36
(If not, state date of approval)

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building	During progress of work in shops--	1936. July 8. Aug 12. 17 = 3 Visits.
		During erection on board vessel--
	Total No. of visits	20.

Dates of Examination of principal parts—Cylinders Covers Pistons Rods Connecting rods
 Crank shaft Flywheel shaft Thrust shaft Intermediate shafts 12.8.36 Tube shaft
 Screw shaft 12.8.36 Propeller Stern tube 17.8.26 Engine seatings Engines holding down bolts

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

Crank shaft, Material Identification Mark Flywheel shaft, Material Identification Mark

Thrust shaft, Material Identification Mark Intermediate shafts, Material 4.2. Steel Identification Marks

Tube shaft, Material Identification Mark Screw shaft, Material 4.2. Steel Identification Mark

LLOYDS 514/12
CSP 29.5.36
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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

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. Workmanship good.)

This propeller shaft, intermediate shaft and stern tube have been examined whilst being machined and when finished. The materials used have been made at works approved by the Committee and tested by the Surveyors to this Society. They have now been dispatched to Bristol for fitting onboard.

These parts have now been satisfactorily fitted on board the vessel

Attached hereto. Approved plan of line shafting.
Forging certificate 1 m 11.

The amount of Entry Fee .. £	:	:	When applied for,
Special Mel. fee. £ 4-4-0	:	:	29 8 19 36
Donkey Boiler Fee ... £	:	:	When received,
Travelling Expenses (if any) £	:	:	27 10 19 36

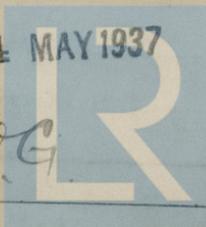
Geo. Lang - John W. Coym
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI 22 JAN 1937

JUE. 4 MAY 1937

Assigned + Inc 12.36 *bie big*



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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.)