

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report

19

When handed in at Local Office

31.5.43

to Port of

Received at London Office

3 JUN 1943

No. in Survey held at
Reg. Book.

Blydebank

Date, First Survey

5.8.1941

Last Survey

20.5.1943

on the

"OXNA"

(Number of Visits 73)

Built at

Glasgow

By whom built

A. J. Inglis & Co

Yard No. 1172

Tons } Gross
Net

When built 1943

Engines made at

Blydebank

By whom made

Aitchison Blair & Co

Engine No. 246

When made 1943

Boilers made at

Glasgow

By whom made

Barclay Curle

Boiler No. 41/5

When made 1943

Registered Horse Power

Owners

The Admiralty

Port belonging to

Nom. Horse Power as per Rule

156

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines

Triple expansion

Revs. per minute

Dia. of Cylinders

13 1/2" - 23" - 38"

Length of Stroke

27"

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

17-1-40

Crank pin dia.

7 3/8"

Crank webs

Mid. length breadth

13 1/2"

Thickness parallel to axis

4 13/16"

Intermediate Shafts, diameter

17-1-40

Thrust shaft, diameter at collars

7 1/2"

as per Rule

as fitted

17-1-40

Thickness around eye-hole

3 7/8"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

Is the

tube

screw

shaft fitted with a continuous liner

none

to

Bronze 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

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

none

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

Yes

If two liners are fitted, is the shaft lapped or protected between the liners

Yes

Is an approved Oil Gland or other appliance fitted at the after end of the tube

a t

Yes

If so, state type

Hewark

Length of Bearing in Stern Bush next to and supporting propeller

36 1/2"

Propeller, dia.

8'-9"

Pitch

9'-4"

No. of Blades

3

Material

O.L.

whether Moveable

Solid

Total Developed Surface

30 sq. feet

Feed Pumps worked from the Main Engines, No.

2

Diameter

2 1/4"

Stroke

14"

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No.

2

Diameter

2 1/4"

Stroke

14"

Can one be overhauled while the other is at work

Yes

Feed Pumps

No. and size

1-6" x 4" x 12"

How driven

Steam

Pumps connected to the

Main Bilge Line

No. and size

1-6 1/2" x 6" x 12"

How driven

Steam

Ballast Pumps, No. and size

none

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

none

Are two independent means arranged for circulating water through the Oil Cooler

Yes

Bilge Pumps;—In Engine and Boiler Room

4-2"

In Pump Room

Yes

In Holds, &c.

1-2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size

No. and size

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strain-boxes

Are the Bilge Suctions in the Machinery Space led from easily accessible mud cores, placed above the level of the working floor, with straight run pipes to the bilges

Are all Sea Connections fitted direct on the skin of the ship

Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

Are the Overboard Discharges above or below the deep water line

Are 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

What Pipes pass through the bunkers

How are they protected

What 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

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

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

worked from

MAIN BOILERS, &c.—(Letter for record)

Total Heating Surface of Boilers

2657 & 2621

Which Boilers are fitted with Forced Draft

Yes

Which Boilers are fitted with Superheaters

none

No. and Description of Boilers

1 - Multitubular

Working Pressure

200

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes

IS A DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

Yes

Can the donkey boiler be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting

Yes

Main Boilers

No

Auxiliary Boilers

Yes

Donkey Boilers

4

(If not state date of approval)

Superheaters

Yes

General Pumping Arrangements

Yes

Oil fuel Burning Piping Arrangements

Yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

To Admiralty Requirements

2 - Half main bearing bushes

2 - Half bott. end

2 - Half top

2 - Half pin

2 - MP

2 - LP

The foregoing is a correct description.

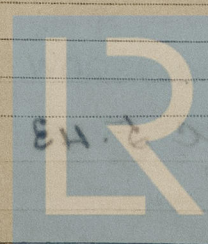
FOR AND ON BEHALF OF

AITCHISON, BLAIR, LIMITED.

Manufacturer.

J. Thomson

DIRECTOR



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Lloyd's Register
Foundation

010096-010102-0199

Dates of Survey while building
During progress of work in shops --
During erection on board vessel --

Total No. of visits
Dates of Examination of principal parts—Cylinders
Pistons
Crank shaft
Tube shaft
Stern tube
Engine and boiler seatings
Engines holding down bolts

Completion of fitting sea connections
Completion of pumping arrangements
Main boiler safety valves adjusted
Crank shaft material
Intermediate shafts, material
Screw shaft, material
Is an installation fitted for burning oil fuel
Have the requirements of the Rules for the use of oil as fuel been complied with
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo
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

Identification Mark
Thrust shaft material
Tube shaft, material
Steam Pipes, material
Test pressure
Date of Test
Is the flash point of the oil to be used over 150°F.
If so, have the requirements of the Rules been complied with
If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)
The machinery of this vessel has been built under special survey in accordance with the approved plans and The Society's Rules and requirements, the materials and workmanship are good it has been securely fitted on board, and satisfactorily tried under steam, and in our opinion is eligible for the record & L. M. C. 5-43. O.G.

The requirements of The Admiralty Specification have been carried out satisfactorily.

The amount of Entry Fee
Special
Donkey Boiler Fee
Travelling Expenses (if any)
When applied for
When received
Committee's Minute
Assigned
Jas. Cairns, M. Dale
Engineer Surveyor to Lloyd's Register of Shipping.