

REPORT ON OIL ENGINE MACHINERY.

No. 85398

Date of writing Report

When handed in at Local Office

21.2.1930 Port of

Received at London Office

26 Feb 1930

in Survey held at

Wallsend-on-Tyne.

Date, First Survey

4 Feb 1929 Last Survey

14 Feb 1930

g. Book.

Number of Visits

91.

Single
Triple
Quadruple

Screw vessel

Luxor

Tons Gross 6554
Net 3926

Built at

Jarrow

By whom built

Palmer's S. B. & Co. Ltd

Yard No.

994

When built

1929

Engines made at

Wallsend

By whom made

Wallsend Shipways & Co.

Engine No.

885

When made

1930

Boilers made at

Wallsend

By whom made

Wallsend Shipways & Co. Ltd

Boiler No.

885

When made

1930.

Indicated Horse Power

2400

Owners

H. B. Moss & Co

Port belonging to

Indicated Horse Power as per Rule

449

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which vessel is intended

Carrying petroleum in bulk

ENGINES, &c.—Type of Engines

Wallsend Sulzer

2 or 4 stroke cycle

2

Single or double acting

S.A.

Maximum pressure in cylinders

540

Diameter of cylinders

680 mm

Length of stroke

1200 mm

No. of cylinders

6

No. of cranks

6

Position of bearings, adjacent to the Crank, measured from inner edge to inner edge

935 mm

Is there a bearing between each crank

Yes

Revolutions per minute

92

Flywheel dia.

6'-8"

Weight

114 lbs

Means of ignition

Compression

Kind of fuel used

F.P. about 150°F

Crank Shaft, dia. of journals

as per Rule

438 mm

Crank pin dia.

460 mm

Mid. length breadth

crank Webs

Mid. length thickness

290 mm

Thickness parallel to axis

290 mm

Solid.

Flywheel Shaft, diameter

as per Rule

438 mm

Intermediate Shafts, diameter

as per Rule

13.75"

Thrust Shaft, diameter at collars

as per Rule

438 mm

as fitted

Screw Shaft, diameter

as per Rule

15.125"

Screw Shaft, diameter

as per Rule

19"

Is the

tube

screw

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule

80

Thickness between bushes

as fitted

15

Is the after end of the liner made watertight in the

as per rule

16"

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

Yes

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 Cland or other appliance fitted at the after

End of the tube shaft

Newark sand exclude

Length of Bearing in Stern Bush next to and supporting propeller

6'-0"

(Lequintitae bush)

Propeller, dia.

14'-0"

Pitch

13'-3"

No. of blades

4

Material

Bungs

whether Moveable

No

Total Developed Surface

91

sq. feet

Method of reversing Engines

Compressed air

Is a governor

fitted to prevent racing of the engine when de-latched

Yes

Means of lubrication

Yes

Forced

Thickness of cylinder liners

53 mm

Are the cylinders fitted with safety valves

Yes

Are the exhaust pipes and silencers water cooled or lagged with

Yes

conducting material

Yes

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

as fitted

Cooling Water Pumps, No.

1 salt water 9" x 18" dia

1 fresh water 4" x 18" stroke

1 stand by 4" x 10" x 24"

1 with S.W. centrifugal 160 mm per hour.

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Yes

Bilge Pumps worked from the Main Engines, No.

one

Diameter

5"

Stroke

18"

Can one be overhauled while the other is at work

Yes

Pumps connected to the Main Bilge Line

No. and Size

2 @ 5" x 5" x 6"

How driven

Steam

1 ballast pp

8" x 9" x 10"

Steam

Ballast Pumps, No. and size

1 @ 8" x 9" x 10"

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

2 @ 2" x 2" x 2"

all steam driven

4 x 8 x 12

all steam driven

all steam driven

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

Yes

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Yes

2 @ 3 1/2" dia

2 @ 3 1/2" oil bilge

1 @ 3 1/2" Cofferdam

Holds, &c.

2 @ 3 1/2" fwd hold

1 @ 4" fwd cofferdam

1 @ 5"

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

Yes

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

Yes

Are the Bilge Suctions in the Machinery Spaces

Yes

Are they fitted with Valves or Cocks

Both

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

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

Yes

Do all pipes pass through the bunkers

None

How are they protected

Yes

Have they been tested as per Rule

Yes

Do 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

Yes

Is the Shaft Tunnel watertight

None

Is it fitted with a watertight door

Yes

worked from

Yes

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

Yes

In Air Compressors, No.

one

No. of stages

3

Diameters

150 mm

Stroke

480 mm

Driven by

Main engines

Auxiliary Air Compressors, No.

Two

No. of stages

3

Diameters

3 3/4" 10 3/4" 13 1/2"

Stroke

8"

Driven by

Steam

Small Auxiliary Air Compressors, No.

Two

No. of stages

3

Diameters

3 3/4" 10 3/4" 13 1/2"

Stroke

8"

Driven by

Steam

Serving Air Pumps, No.

Two

Diameter

1400 mm

Stroke

450 mm

Driven by

Main engines

Auxiliary Engines crank shafts, diameter

as per Rule

as fitted

None

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

Yes

Are the internal surfaces of the receivers be examined

Yes

What means are provided for cleaning their inner surfaces

Manholes & handholes

Is there a drain arrangement fitted at the lowest part of each receiver

Yes

High Pressure Air Receivers, No.

Two

Cubic capacity of each

1 @ 14.6 cu ft.

1 @ 5.3 cu ft.

Internal diameter

14 1/8" dia

300 mm

Thickness

1 1/2" to 15 mm

Seamless, lap welded or riveted longitudinal joint

Seamless

Material

Steel

Range of tensile strength

28 to 32 tons

Working pressure by Rules

1330 + 1100 lb

Starting Air Receivers, No.

2 @ 600 lbs, 1 @ 420 lbs

Total cubic capacity

215 cu ft each

Internal diameter

4'-0"

Thickness

1 1/2"

Working pressure by Rules

62.4 lb

Seamless, lap welded or riveted longitudinal joint

Riveted

Material

O.H. Steel

Range of tensile strength

28 to 32 tons

Working pressure by Rules

62.4 lb

Foundation

IS A DONKEY BOILER FITTED?

yes. Yaw.

If so, is a report now forwarded?

yes

PLANS. Are approved plans forwarded herewith for Shafting

(If not, state date of approval)

Receivers

no. (similar to those fitted in the *Bealandie* copy enclosed)

Donkey Boilers

yes

General Pumping Arrangements

yes

Oil Fuel Burning Arrangements

yes

SPARE GEAR

In accordance with & in excess of the Rules as per enclosed list.

The foregoing is a correct description.

FOR THE WALLSEND SLIPWAY & ENGINEERING CO. LIMITED.

A. Lang

DIRECTOR.

Manufacturer.

1929

Dates of Survey while building
During progress of work in shops - Feb. 4, 25, 26, Mar. 11, 12, 21, Apr. 5, 8, 10, 15, 22, 25, May 8, 10, 24, 27, June 6, July 2, 3, 5, 10, 15, 16, 22, 24, 26, 29, 30, 31, Aug. 1, 2, 6, 7, 8, 9, 12, 13, 14, 16, 20, 21, 26, 28, 29, Sep. 2, 3, 9, 10, 16, 17, 30, Oct. 2, 3, 4, 7, 8, 10, 11, 14, 15, 22, 25, 30, 31, Nov. 4, 6, 8, 11, 12, 14, 19, 22, 25, Dec. 26, 29, 13, 16, 20, 23, 30, 1930 Jan. 3, 7, 9, 14, 22, 28, 30, Feb. 6, 11, 13, 14.
During erection on board vessel -
Total No. of visits 91.

Dates of Examination of principal parts - Cylinders 2-8-29 Covers 2-8-29 Pistons 14-10-29 Rods 9-9-29 Connecting rods 14-9-29

Crank shaft 26-4-29 Flywheel shaft 11-11-29 Thrust shaft 11-11-29 Intermediate shafts 12-11-29 Tube shaft ✓

Screw shaft 12-11-29 Propeller 31-10-29 Stern tube 24-4-29 Engine seatings 19-11-29 Engines holding down bolts 14-1-30

Completion of fitting sea connections 19-11-29 Completion of pumping arrangements 4-2-30 Engines tried under working conditions 14-2-30.

Crank shaft, Material OH Steel Identification Mark 2549 J.F.C. Flywheel shaft, Material OH Steel Identification Mark 2200 WB

Thrust shaft, Material OH Steel Identification Mark 2200WB Intermediate shafts, Material OH Steel Identification Marks 2263 WB

Tube shaft, Material ✓ Identification Mark ✓ Screw shaft, Material OH Steel Identification Mark 2264 WB

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

oil tanker

If so, have the requirements of the Rules been complied with

Is this machinery duplicate of a previous case

yes.

If so, state name of vessel

M. P. Luculus

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

The Machinery of this Vessel has been built under Special Survey. Materials & Workmanship good. Hydraulic tests satisfactory.

The whole of the Machinery has been efficiently installed and fixed in place and was tried under working conditions and is in good and safe working condition & eligible in my opinion to be classed & have records. ✕ L.M.C. 2-30, Tail Shaft C.L. in the Register Book.

Donkey Boilers fitted for oil fuel.

It is submitted that this vessel is eligible for THE RECORD.

+ L.M.C. 2-30

oil requires 2 sera. bay 26 3/4 - 47 1/2
NRP 749. CL. 220 120 lb.

APR 27/29

William Butler

Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 6

Special ...

Donkey Boiler Fee ...

3 Air Reservoirs

Travelling Expenses (if any) ...

Committee's Minute

Assigned

TUE. 4 MAR 1930

+ L.M.C. 2-30

oil. Sps 220 120 lb

CERTIFICATE WRITTEN.



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