

REPORT ON OIL ENGINE MACHINERY.

No 24104

Received at London Office 18 MAY 1950

Date of writing Report 2nd MAY 1950 When handed in at Local Office 5th MAY 1950 Port of GREENOCK

No. in Survey held at GREENOCK Date, First Survey 1st MARCH 1950 Last Survey 28th APRIL 1950 Reg. Book. Number of Visits 8

Single on the Twin Triple Screw vessel

WAZIRISTAN

Tons Gross 9115.00 Net 5262.33

Built at PORT GLASGOW By whom built LITHGOWS & CO Yard No 1051 When built 1950 Engines made at GLASGOW By whom made D. ROWAN & CO Ld Engine No 1214 When made 1950 Donkey Boilers made at GLASGOW By whom made D. ROWAN & CO Ld Boiler No 1214 When made 1950 Brake Horse Power 4500 Owners COMMON BROS Ld Port belonging to SUNDERLAND Nom. Horse Power as per Rule 895 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes Trade for which vessel is intended OPEN SEA SERVICE TANKER.

L 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 Mean Indicated Pressure Is there a bearing between each crank No. 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. as fitted Mid. length thickness Thickness around eyehole All built as fitted Intermediate Shafts, diameter as per Rule as fitted Thrust Shaft, diameter at collars as per Rule as fitted Flywheel Shaft, diameter as per Rule as fitted Is the after end of the liner made watertight in the tube Shaft, diameter 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 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner the liner does not fit tightly at the part between the bearings in the stern tube, is the space packed with a plastic material insoluble in water and non-corrosive 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 aft If so, state type Length of Bearing in Stern Bush next to and supporting propeller propeller, dia. Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet Method 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 non-conducting material 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. (FW. 1st + 2nd) (SW. 1st + 2nd) Is the sea suction provided with an efficient strainer which can be cleared within the vessel Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work Pumps connected to the Main Bilge Line { No. and Size One 8x5x8 Duplex. Two 9x10x10 Duplex. One 9x8x18 single How driven G.S. Steam Ballast Bilge the 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 Ballast Pumps, No. and size Two 9x10x10 Duplex Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size One main engine Two 9x8x18 weirs 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 Two 2 3/4" One 3" Two 2 1/2" In Pump Room 1 2 1/2" Holds, &c. 2 @ 2 1/2" FW 2 @ 10 1/2" PW 1 @ 2" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size Two 2 1/2" Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes 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 Yes Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both 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 Yes 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 What pipes pass through the bunkers One cofferdam suction How are they protected 505 pipe Have they been tested as per Rule Yes 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 None Is it fitted with a watertight door worked from Yes Is 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. No. of stages Diameters Stroke Driven by Auxiliary Air Compressors, No. Two No. of stages Three Diameters 250 cm Stroke Driven by Steam Small Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by That provision is made for first Charging the Air Receivers Steam Compressors scavenging Air Pumps, No. 1 Diameter 1500 mm Stroke 1200 mm Driven by Main engine Auxiliary Engines crank shafts, diameter as per Rule as fitted No. Position Have the Auxiliary Engines been constructed under special survey Is a report sent herewith



AIR RECEIVERS:—Have they been made under survey

State No. of Report or Certificate

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

Can the internal surfaces of the receivers be examined and cleaned

Is a drain fitted at the lowest part of each receiver

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

Starting Air Receivers, No.

Total cubic capacity

Internal diameter

Thickness

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure by Rules

IS A DONKEY BOILER FITTED?

Is the donkey boiler intended to be used for domestic purposes only

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shuffling  
(If not, state date of approval)

Receivers

Separate Fuel Tanks

Donkey Boilers

General Pumping Arrangements

Pumping Arrangements in Machinery Space

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--  
During erection on board vessel--  
(1950) MARCH 14-23-28 30 APRIL 10-19-25-28  
Total No. of visits 8

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 ✓ Engine sealings ✓ Engines holding down bolts 23-3-50  
Completion of fitting sea connections 10-4-50 Completion of pumping arrangements 28-4-50 Engines tried under working conditions 28-4-50  
Crank shaft, Material Identification Mark ✓ Flywheel shaft, Material Identification Mark ✓  
Thrust shaft, Material Identification Mark ✓ Intermediate shafts, Material Identification Marks ✓  
Tube shaft, Material Identification Mark ✓ Screw shaft, Material Identification Mark ✓  
Identification Marks on Air Receivers ✓

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 8-2 gal. 2-10 gal. with hose. Steam under boiler & oil fuel unit

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo Tanker ✓ If so, have the requirements of the Rules been complied with Yes

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 Yes If so, state name of vessel ALTHES GLS of N° 74398

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

The machinery of this vessel see Glasgow of N° 75217 and boiler Glasgow of N° 75217 has been efficiently installed. It has been tested out on a sea trial under full working conditions with satisfactory results & is eligible to be classed in the Society's Register book with record + LMC 4-50 and notation TSC. 203 180 lbs) Oil Engine A notice has been placed at the Control platform stating the engine speed should not exceed 128 rpm. The Tachometer has been marked accordingly

The amount of Entry Fee .. £ : : When applied for,  
Special ... .. £ : : 19.  
Donkey Boiler Fee ... £ : : When received,  
Travelling Expenses (if any) £ : : 19.

Committee's Minute GLASGOW 17 MAY 1950

Assigned

+ LMC 4/50

Oil Engine with endorsement

Charles Y Hunter

Engineer Surveyor to Lloyd's Register of Shipping.

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