

REPORT ON OIL ENGINE MACHINERY.

No. 58175.

AUG -2 1939

Received at London Office

of writing Report 1-8 1939 When handed in at Local Office AUG 1939 Port of Hull
 in Survey held at Goole Date, First Survey 23.3.39. Last Survey 31.7.1939.
 Book. Number of Visits 12

GLADONIA

on the ~~Four~~ ^{Single} ~~Triple~~ ^{Twin} ~~Quadruple~~ Screw vessel Tons { Gross 227 Net 178.
 It at Goole By whom built Goole S.B. & Repg Co. Ltd. Yard No. 345. When built 1939.7.19
 Lines made at Cologne By whom made H. Klockner, Humboldt & Deub. A.G. Engine No. 585223 When made 1938.
 Key Boilers made at None By whom made Boiler No. When made
 Horse Power 350 Owners J. Wharleton (Shipping) Ltd. Port belonging to Headby.
 Horse Power as per Rule 71. 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 Oil (R.V. 6 M. 345.) 2 or 4 stroke cycle 4 Single or double acting S.A.
 num pressure in cylinders 50 kps/cm² Diameter of cylinders 280 mm Length of stroke 450 mm No. of cylinders 6 No. of cranks 6
 Indicated Pressure 6.6 kps/cm² of bearings, adjacent to the Crank, measured from inner edge to inner edge 307.5 mm Is there a bearing between each crank Yes.
 tutions per minute 350 Flywheel dia. 1250 mm Weight 1660 kgs. Means of ignition Comp. Kind of fuel used Heavy oil.
 Solid forged dia. of journals as per Rule Crank pin dia. 170 mm Crank Webs Mid. length breadth 325 mm Thickness parallel to axis
 Semi built dia. of journals as fitted 190 mm Mid. length thickness 70 mm Thickness around eyehole
 All built
 Wheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule 4.212" Thrust Shaft, diameter at collars as per Rule
 as fitted 110 mm as fitted 4 1/4" as fitted 150 mm
 e Shaft, diameter as per Rule Screw Shaft, diameter as per Rule 4.899" Is the tube shaft fitted with a continuous liner No
 as fitted 110 mm as fitted 5.118" at top of cone

ize Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the
 as fitted 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
 no 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
 Yes. If so, state type App. 20.1.39 Length of Bearing in Stern Bush next to and supporting propeller 21 1/2"

eller, dia. 67.7" Pitch No. of blades 4 Material Bronze whether Moveable Solid Total Developed Surface sq. feet
 hod of reversing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication
 Thickness of cylinder liners 25 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with
 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 Up funnel
 ling Water Pumps, No. 2 Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes.
 ge Pumps worked from the Main Engines, No. One Diameter 100 mm Stroke 85 mm Can one be overhauled while the other is at work Yes.
 ups connected to the Main Bilge Line { No. and Size One 100x85 mm { Duplex. 60/70 l/min/h. Centrifugal. 32 l/min/hp.
 How driven Main Engine Aux Engine Aux Engine

he 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
 ngements
 last Pumps, No. and size Both the Above Aux. Pumps Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2 - two stage 80 l/min
 two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
 ups, No. and size:—In Machinery Spaces 4 @ 2 1/2" dia In Pump Room
 Holds, &c. 2 @ 2 1/2" dia F.P.T. 1 @ 3" dia No. 1 + 2 D.B.T. 3 @ 3" dia A.P.T. 1 @ 3" dia
 ependent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 @ 2 1/2" dia included above.

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.
 all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Yes.
 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
 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
 at pipes pass through the bunkers No How are they protected
 at pipes pass through the deep tanks No Have they been tested as per Rule

e all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes.
 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
 apartment to another Yes Is the Shaft Tunnel watertight No Is it fitted with a watertight door worked from
 a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork
 ain Air Compressors, No. One No. of stages 2 Diameters 145x60 mm Stroke 85 mm Driven by Main Engine
 Auxiliary Air Compressors, No. One No. of stages 2 Diameters 230x150 mm Stroke volume Driven by Aux Engine
 Small Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by (Hand Starter)

hat provision is made for first Charging the Air Receivers The above Aux. Air Compressor.
 avenging Air Pumps, No. Diameter Stroke Driven by
 Auxiliary Engines crank shafts, diameter as per Rule Ser. Lon Rep. No. 107395/6 No. One 10HP. - One 30HP
 as fitted Position Port - Star Side of Engine Room
 Are the Auxiliary Engines been constructed under special survey Yes Is a report sent herewith Ser. Rep.

AIR RECEIVERS:—Have they been made under survey Yes State No. of Report or Certificate Don Rpt No 327

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

Injection 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. 2 Total cubic capacity 2 x 500 Hrs Internal diameter 458.4 thickness 11.4

Seamless, lap welded or riveted longitudinal joint Fusion welded Material Steel Range of tensile strength 41/47 kg/cm² Working pressure 30 kg

IS A DONKEY BOILER FITTED? Yes

If so, is a report now forwarded? Yes

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

PLANS. Are approved plans forwarded herewith for Shafting 13.2.35 Receivers 1-6.38 Separate Fuel Tanks 11.4

Donkey Boilers Yes General Pumping Arrangements 13.2.39 Pumping Arrangements in Machinery Space 29.3.39

Oil Fuel Burning Arrangements Yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes (No spare for Steeco Thrust block)

State the principal additional spare gear supplied See list attached

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops - - } 1939. MAR. 23, MAY 18
{ During erection on board vessel - - } JUNE 19, 27, JULY 11, 14, 17, 18, 25, 27, 28, 31.
Total No. of visits 12

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

Crank shaft Don Rpt Flywheel shaft Yes Thrust shaft Don Rpt Intermediate shafts 18-7.39 Tube shaft Yes

Screw shaft 18.5.39 Propeller 19.6.39 Stern tube 18.5.39 Engine seatings 18.5.39 Engines holding down bolts 25.7

Completion of fitting sea connections 19.6.39 Completion of pumping arrangements 31-7.39 Engines tried under working conditions 31.7.39

Crank shaft, Material Steel Identification Mark 13781 M.B. Flywheel shaft, Material Steel Identification Mark Yes

Thrust shaft, Material Steel Identification Mark 3960 H.B. Intermediate shafts, Material Steel Identification Marks 4257 J.F.C. D.L.M.C.

Tube shaft, Material Yes Identification Mark 28-6.39 Screw shaft, Material Steel Identification Mark 4256 J.F.C. D.L.M.C.

Identification Marks on Air Receivers. No 3757. LLOYD'S TEST. 48.5 Atm. WP = 30 Atm. H.B. 2.3.39 No 3794 LLOYD'S TEST. 48.5 Atm. WP = 30 Atm. H.B. 20.3.39

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 Yes 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 Yes

Is this machinery duplicate of a previous case Yes If so, state name of vessel Similar in main details to N.V. Brendone

General Remarks (State quality of workmanship, opinions as to class, &c. Hul Rpt No 47776)

The Machinery of this Vessel, has been fitted on board under Special Survey in accordance with the Rules & the approved plans. & when tried under full working conditions was found to be running satisfactorily in every respect. & is eligible, in my opinion, to be classed with the record of L.M.C. 7.39. - O.G. & to have the notations "Oil Eng 4 SC.SA. 6 Cy. 11" x 17 1/4" 71 NHP.

The Committee's attention is drawn to the Thrust block fitted to this Vessel, which is of the self-aligning roller bearing type.

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

Committee's Minute

Assigned

+ LMC 739 subject
Oil Eng O.G.

FRI 18 AUG 1939



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