

REPORT ON OIL ENGINE MACHINERY.

No. 85502.

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pt. 4b.

Date of writing Report 8. 7. 1956 When handed in at Local Office 10. 7. 1956 Port of Glasgow.
 Survey held at Glasgow. Date, First Survey 6. 1. 56 Last Survey 21. 6. 1956.
 Book. Number of Visits 16.
 5776 on the Twin ^{Single} ^{Double} ^{Triple} ^{Quadruple} screw vessel "PONNYA". Tons Gross 200 Net.
 Built at Glasgow. By whom built Messrs James W. & Co. Ltd. Yard No. 2105. When built 6. 56.
 Engines made at Ashton-under-Lyne. By whom made The National Gas and Oil Eng. Co. Ltd. Engine No. 80632 When made 6. 56.
 Monkey Boilers made at — By whom made — Boiler No. — When made —
 Brake Horse Power Maximum 440. Service 388. Owners The Burma Islands Water Transport Organisation Port belonging to Rangoon.
 N. as per Rule 88. Is Refrigerating Machinery fitted for cargo purposes. No. Is Electric Light fitted. Yes.
 Trade for which vessel is intended Service on the Irrawaddy River, Burma.

ENGINES, &c. —Type of Engines National R 4 AM 8.

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.
 Indicated Pressure. Span of bearings (i.e., distance between inner edges of bearings in
 of a crank). Is there a bearing between each crank. Revolutions per minute { Maximum. Service.
 Wheel dia. Weight. Moment of inertia of flywheel (lbs. in² or Kg. cm.²). Means of ignition. Kind of fuel used.

ank ^{Solid forged} ^{Semi built} ^{All built} dia. of journals as per Rule. as fitted. Crank pin dia. Crank webs Mid. length breadth. Thickness parallel to axis.
 Mid. length thickness. shrunk Thickness around eyehole.

Wheel Shaft, diameter as per Rule. as fitted. Intermediate Shafts, diameter as per Rule. as fitted. Thrust Shaft, diameter at collars as per Rule. as fitted.

e Shaft, diameter as per Rule. as fitted. Paddle Shaft, diameter as per Rule. as fitted. Is the { tube } shaft fitted with a continuous liner { screw }

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

eller boss. If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner.

he 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-

osive. If two liners are fitted, is the shaft lapped or protected between the liners. Is an approved Oil Gland fitted at the after

of stern tube. If so, state type. Length of bearing in Stern Bush next to and supporting propeller. Total developed surface.

ent of inertia of propeller including entrained water (lbs. in² or Kg. cm.²). Kind of damper, if fitted.

od of reversing Engines. Is a governor or other arrangement fitted to govern the speed of the engine. Means of

cation. Thickness of cylinder liners. Are the exhaust pipes and silencers water cooled

ged with non-conducting material. If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned

to the engine. Cooling Water Pumps, No. and how driven. Working F.W. One

Are Spare F.W. One S.W. One Is the sea suction provided with an efficient strainer which can be cleared within the vessel. Yes.

Pumps worked from the Main Engines, No. and capacity. One - 800 gallons / hour. Can one be overhauled while the other is at work.

as connected to the Main Bilge Line No. and capacity of each. 1 @ 800 G.P.H. 2 @ 20 tons / hour. (Bilge & Ballast).

How driven. Belt driven from Main Engine. Belt driven by auxiliary engines.

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

gements. Pumps, No. and capacity. 2 @ 20 T.P.H. Power Driven Lubricating Oil Pumps, including spare pump, No. and size. Manchester Rpt No. 16984.

Independent means arranged for circulating water through the Oil Cooler. Yes. Branch Bilge Suctions.

ed size:—In machinery spaces. 3 @ 2" In pump room.

ds, &c. No. 1 4" x 2 @ 2", No. 2 4" x 1 @ 2", No. 3 4" x 2 @ 2", No. 4 4" x 2 @ 2".

Bilge Suctions to the engine room bilges, No. and size. 2 @ 2 1/2".

l the bilge suction pipes in holds and tunnel well fitted with strum-boxes. Yes. Are the bilge suction in the machinery spaces led from easily

ble mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges. Yes.

Sea Connections fitted direct on the skin of the Ship. Yes. Are they fitted with valves. Yes. Are they fixed

ntly 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.

ey 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.

pipes pass through the bunkers. None. How are they protected.

pipes pass through the deep tanks. None. Have they been tested as per Rule.

pipes, cocks, valves and pumps in connection with the machinery and all boiler mountings accessible at all times. Yes.

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

or from one compartment to another. Yes. Is the shaft tunnel watertight. 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.

Main Air Compressors, No. Manchester Report No. 16984 diameters 21-1/2" stroke 4 1/2" driven by

Auxiliary Air Compressors, No. Two. No. of stages. Two. diameters. 15 1/2" stroke 3 1/4" driven by Petter Engine.

Small Auxiliary Air Compressors, No. — No. of stages. — diameters. — stroke. — driven by

What provision is made for first charging the air receivers. Each auxiliary engine can be started by hand.

Avenging Air Pumps or Blowers, No. — How driven.

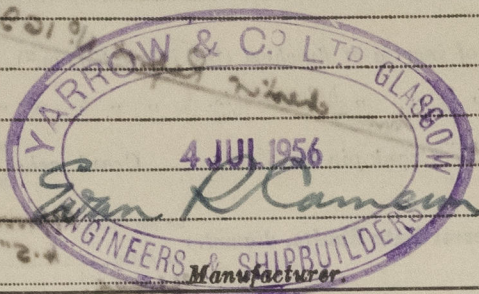
Auxiliary Engines Have they been made under survey. Yes. Engine Nos. 745983/R (port side) and 745984/R (starboard side).

Makers name. Petter Ltd. Position of each in engine room. One on each side of main engine.

Eng. No. 745983/R on port side, engine No. 745984/R on starboard side. Report No. London Certificate No. D42107 & D42112.

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AIR RECEIVERS:—Have they been made under survey..... State No. of report or certificate.....
State full details of safety devices.....
Can the internal surfaces of the receivers be examined and cleaned.....
Injection Air Receivers, No..... Cubic capacity of each..... Internal diameter..... thickness.....
Seamless, welded or riveted longitudinal joint..... Material..... Range of tensile strength..... Working pressure.....
Starting Air Receivers, No..... Total cubic capacity..... Internal diameter..... thickness.....
Seamless, welded or riveted longitudinal joint..... Material..... Range of tensile strength..... Working pressure.....
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..... Receivers..... Separate fuel tanks.....
Donkey boilers..... General pumping arrangements..... Pumping arrangements in machinery space.....
Oil fuel burning arrangements.....
Have Torsional Vibration characteristics been approved..... Date and particulars of approval.....
SPARE GEAR.
Has the spare gear required by the Rules been supplied..... State if for "short voyages" only.....
State the principal additional spare gear supplied.....



The foregoing is a correct description,

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..... Covers..... Pistons..... Rods..... Connecting rods.....
Crank shaft..... Flywheel shaft..... Thrust shaft..... Intermediate shafts..... Tube shaft.....
PADDLE..... PROPELLER..... Stern tube..... Engine seatings..... Engine 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..... Identification marks.....
Tube shaft, material..... Identification mark..... PADDLE..... PROPELLER..... Identification mark.....
Identification marks on air receivers.....
Welded receivers, state Makers' Name.....
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.....
Full description of fire extinguishing apparatus fitted in machinery spaces.....
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.....
What is the special notation desired.....
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..... If so, state name of vessel.....

General Remarks (State quality of workmanship, opinions as to class, Speed restrictions, &c.)
The above machinery has been efficiently installed on board the vessel, in accordance with the requirements of the Rules and the approved plans. The materials and workmanship have been found good. On completion the installation has been examined under full working conditions at sea and found satisfactory.
This machinery is eligible in my opinion to be classed in the Register with the notation +LME 6.56, Oil Eng.
The machinery has been constructed, installed and tested in accordance with the terms of the Survey Specifications.

The amount of Entry Fee.....
Special Installation.....
Donkey Boiler Fee.....
Travelling Expenses (if any).....
When applied for.....
When received.....
Assigned.....
Deferred.....



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