

## REPORT ON OIL ENGINE MACHINERY.

No. 85051

Received at London Office 18 APR 1956

Date of writing Report 6. 4. 1956. When handed in at Local Office 10. 4. 1956. Port of Glasgow.

No. in Survey held at Glasgow. Date, First Survey 14. 9. 55. Last Survey 28. 2. 1956.  
Reg. Book. Number of Visits 30.

15576 on the Single Screw vessel. Quarter wheel vessel - "PONDUNG". Tons Gross 200.  
Triple  
Quadruple

Built at Glasgow. By whom built Messrs James Co. Ltd. Yard No. 2104. When built 1956-2.

Engines made at Ashington under licence. By whom made The National Gas & Oil Eng. Co. Ltd. Engine No. 80641. When made 1956-2.

Donkey Boilers made at — By whom made — Boiler No. — When made —

Indicated Horse Power { Maximum 440.  
Service 388. Owners The Burma Inland 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.

made for which vessel is intended Service on River Irrawaddy, Burma.

ENGINES, &c. — Type of Engines Horizontal R & AM B. 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? Report No. 16938. Revolutions per minute { Maximum  
Service.

Wheel dia. Weight. Moment of inertia of flywheel (lbs. in<sup>2</sup> or Kg. cm<sup>2</sup>). Means of ignition. Kind of fuel used.

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

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

Shaft, diameter as per Rule. as per Rule. as per Rule. Is the (tube) shaft fitted with a continuous liner {  
as fitted. as fitted. as fitted. screw

Size 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. as fitted. as fitted.

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.

er, dia. 11' 6" Pitch. No. of blades 7. Material Teak. whether moveable Yes. Total developed surface 4' 0" x 2' 6" = 9.6 sq. feet

ent of inertia of propeller including entrained water (lbs. in<sup>2</sup> or Kg. cm<sup>2</sup>). Kind of damper, if fitted.

hod of reversing Engines. Is a governor or other arrangement fitted to prevent racing of the engine. Means of  
cation. Thickness of cylinder liners. Are the cylinders fitted with safety valves. Are the exhaust pipes and silencers water cooled

gged 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 4 - 2 1/2 H.P. driven by Main Eng. Working F.W. 1

1 Spare F.W. 1 S.W. 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 G.P.H. Can one be overhauled while the other is at work.

ps connected to the Main Bilge Line { No. and capacity of each 1 @ 900 G.P.H. 2 @ 20 Ton/hr.  
How driven Belt driven from Main Eng. 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.

st Pumps, No. and capacity 2 @ 20 Ton/hr. each Power Driven Lubricating Oil Pumps, including spare pump, No. and size Manchester Report No. 16938.

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

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

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

t 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 pipes in the machinery spaces led from easily  
ible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges. Yes.

l Sea Connections fitted direct on the skin of the Ship. Yes. Are they fitted with valves or cocks. 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  
s, or from one compartment to another. Yes. Is the shaft tunnel watertight. Is it fitted with a watertight door. worked from.

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

Air Compressors, No. No. of stages Manchester Report No. 16938. stroke driven by.

iliary Air Compressors, No. 2. No. of stages 2. diameters 4 1/2" 1 1/2" stroke 3 1/4" driven by Petrol Oil Engine.

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

provision is made for first charging the air receivers. Auxiliary engines which prime compressors can be started by hand.

nging Air Pumps or Blowers, No. How driven.

Have they been made under survey. Yes. Engine Nos. 746150 R & 740637 R.

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

150 R on port side and No. 740637 R on starboard side. Report No. Southampton 8152 & 8156.

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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

Is a drain fitted at the lowest part of each receiver

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

(If not, state date of approval)

28.7.55

Receivers

Separate fuel to

Donkey boilers

General pumping arrangements

9.12.55

Pumping arrangements in machinery space

7.2.56

Oil fuel burning arrangements

Plans retained for use on sister vessels.

Have Torsional Vibration characteristics been approved

Yes

Date and particulars of approval

28.7.55

### SPARE GEAR.

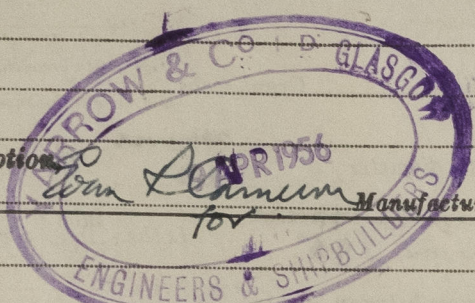
Has the spare gear required by the Rules been supplied

Yes

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 - -

1955. Sep 14. 16. 21. 27. Oct. 4. 14. 18. 24. 27. Nov. 1. 4. 10. 18. 24. Dec. 1. 6. 9. 20. 1956. Jan. 6. 16. 24. 26. 31.

Total No. of visits

30.

Dates of examination of principal parts—Cylinders Covers Pistons Rods Connecting rods

Crank shaft Flywheel shaft Thrust shaft Intermediate shafts 13.2.56 Tube shaft

Screw shafts 31.1.56 Propeller 26.1.56 Stern tube Engine seatings 26.1.56 Engine holding down bolts 18.2.56

Completion of fitting sea connections 26.1.56 Completion of pumping arrangements 14.2.56 Engines tried under working conditions 16.2.56

Crank shaft, material Identification mark Flywheel shaft, material Identification mark

Thrust shaft, material Identification mark Intermediate shafts, material 31/35 Steel Identification marks

Tube shaft, material Identification mark Screw shaft, material 31/35 Steel 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

Yes

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with

Yes

Full description of fire extinguishing apparatus fitted in machinery spaces 3.2 gal. Froth type extinguishers 10 gal. Froth type extinguishers with hose. 10.20.50 length of 2 canvas hoses with longest joint coupling 3 ft. 6 in.

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo

No

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

No

If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, Speed restrictions, &c.) The above machinery has been installed aboard 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 and found satisfactory.

It is submitted, that the machinery of this vessel is eligible, in my opinion, to be classed in the Register with the notation + LMC 2,56.

The machinery has been constructed, installed and tested in accordance with the terms of the specification.

The amount of Entry Fee £ 31 : -

Special Installation £ 20 : -

Supervision of Installation £ 15 : -

Donkey Boiler Fee £ 1 : -

Travelling Expenses (if any) £ 1 : 10

Committee's Minute

Assigned

Defered.



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