

REPORT ON OIL ENGINE MACHINERY.

No 21386

12 APR 1945

Received at London Office

Date of writing Report 10-4-45 When handed in at Local Office

10-4-45 Port of LEITH

No. in Survey held at LEITH.
Reg. Book.Date, First Survey DECEMBER 26th 1944 Last Survey APRIL 4th 1945
Number of Visits 18.on the Single Motor Screw vessel
Triple
Quadruple"STORK"Tons: Gross 493.
Net 224.

Built at LEITH. By whom built MESSRS HENRY ROBB L^{td} Yard No. 334. When built 1945
Engines made at GLASGOW. By whom made MESSRS BRITISH POLAR ENGINES L^{td} Engine No. 510. When made 1944.
Donkey Boilers made at X By whom made X Boiler No. X When made X
Brake Horse Power 560. Owners GENERAL STEAM NAVIGATION CO L^{td} Port belonging to LONDON
Nom. Horse Power as per Rule 101 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES
Trade for which vessel is intended COASTING TRADE.

OIL ENGINES, &c.—Type of Engines 6 CYL: 2 SCBA HEAVY OIL ENGINE. 2 or 4 stroke cycle Single or double actingMaximum pressure in cylinders Diameter of cylinders Length of stroke No. of cylinders No. of cranks
Mean Indicated Pressure

Span 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. SEE GLASGOW REPORT No. 68905 Means of ignition Kind of fuel used
Crank Shaft, { Solid forged dia. of journals as per Rule as fitted Crank pin dia. Crank Webs Mid. length breadth Mid. length thickness Thickness parallel to axis shrunk Thickness around eyehole
{ Semi built
{ All built

Flywheel 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

Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the { screw } shaft fitted with a continuous liner { No }

Bronze 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

propeller boss X If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner XIf 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 XIf two liners are fitted, is the shaft lapped or protected between the liners X Is an approved Oil Gland or other appliance fitted at the after end of the tube
shaft Yes If so, state type NEWARK Length of Bearing in Stern Bush next to and supporting propeller 1'-11 1/2"Propeller, dia. 5'-11" Pitch 3'-3" No. of blades 4 Material BRONZE whether Moveable No Total Developed Surface 11.8 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 SEE GLASGOW REPORT No. 68905 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 engineCooling Water Pumps, No. Two Is the sea suction provided with an efficient strainer which can be cleared within the vessel YESBilge Pumps worked from the Main Engines, No. ONE Diameter 110 mm Stroke 60 mm Can one be overhauled while the other is at work YESPumps connected to the Main Bilge Line { No. and Size ONE "DAISDALE CENTREX" 4 1/2 TONS/H.R. G.S. PUMP (i) ONE CENTRIFUGAL AUXILIARY BILGE PUMP (2")
{ How driven ELECTRIC MOTOR (ii) AUXILIARY DIESEL ENGINE (PORT)Is 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 XBallast Pumps, No. and size ONE "DAISDALE CENTREX" 4 1/2 TONS/H.R. Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size SEE GLASGOW RPT: No. 68905Are 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 ONE - 2" BORE AT AFTER END OF ENGINE ROOM In COPPERDAM ONE - 2" SUCTIONIn Holds, &c. ONE - 2 1/2" BORE ON PORT SIDE AND ONE - 2 1/2" BORE ON STERN SIDE, IN EACH OF YES 1 & 2 HOLDSIndependent Power Pump Direct Suctions to the Engine Room Bilges, No. and size ONE - 3" BORE TO G.S. PUMP AND ONE - 2" BORE TO AUXILIARY BILGE PUMPAre all the Bilge Suction pipes in Holds and APT Well fitted with strum-boxes YES Are the Bilge Suctions in the Machinery Spacesled from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges YESAre all Sea Connections fitted direct on the skin of the ship YES Are they fitted with Valves or Cocks BOTHAre 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 BELOWAre 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 NONE FITTEDWhat pipes pass through the bunkers NONE How are they protected XWhat pipes pass through the deep tanks NONE Have they been tested as per Rule XAre all Pipes, Cocks, Valves, and Pumps in connection with the machinery accessible at all times YESIs 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 No TUNNEL Is it fitted with a watertight door X worked from XIf a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork XMain Air Compressors, No. SEE GLASGOW RPT: No. 68905 No. of stages - Diameters - Stroke - Driven by MAIN ENGINESAuxiliary Air Compressors, No. ONE No. of stages 2 Diameters 1 5/8" x 4 1/2" Stroke 3 1/4" Driven by AUXILIARY OIL ENGINESmall Auxiliary Air Compressors, No. ONE No. of stages ONE Diameters 3" Stroke 3 1/2" Driven by HANDWhat provision is made for first Charging the Air Receivers HAND OPERATED AUXILIARY AIR COMPRESSOR ALSO PROVIDEDSavenging Air Pumps, No. SEE GLASGOW REPORT 68905 Diameter - Stroke - Driven by MAIN ENGINESAuxiliary Engines crank shafts, diameter as per Rule as fitted APPROVED 3" No. TWO OIL ENGINES Position ONE EACH SIDE AT FORWARD END OF ENGINE ROOMHave the Auxiliary Engines been constructed under special survey YES Is a report sent herewith SEE NOTTINGHAM CERTIFICATES No. C 3162 & 3163

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 to lowest part of each receiver

Injection Air Receivers, No.

Cubic capacity of each

SEE GLASGOW REPORT NO 68905

thickness

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure by Rules
Actual

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
Actual

IS A DONKEY BOILER FITTED?

No

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)

The approved plans for this vessel were forwarded to London with
The Fuel Entry Report on m/v "KINGFISHER"

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

YES.

State the principal additional spare gear supplied

ADDITIONAL SPARE GEAR HAS BEEN SUPPLIED IN ACCORDANCE WITH THE STANDARD LISTS OF SPARE GEAR
OF THE BUILDERS OF THE MAIN & AUXILIARY MACHINERY.

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building
During progress of work in shops - 1944 Dec: 26th
During erection on board vessel - 1945 Jan: 8th, 8th, 26th, 30th, Feb: 8th, 12th, 20th, March 6th, 7th, 8th, 12th, 16th, 20th, 25th, April 2nd, 3rd, 4th
Total No. of visits 18.

Dates of Examination of principal parts—Cylinders Covers Pistons Rods Connecting rods
Crank shaft Flywheel shaft Thrust shaft Intermediate shafts Jan: 8th 1945 Tube shaft
Screw shaft Jan: 8th 1945 Propeller Jan: 26th 1945 Stern tube Jan: 8th 1945 Engine seatings Jan: 26th 1945 Engines holding down bolts March 8th 1945
Completion of fitting sea connections Jan: 26th 1945 Completion of pumping arrangements March 28th 1945 Engines tried under working conditions April 3rd 1945
Crank shaft, Material SEE GLASGOW REPORT NO 68905. Flywheel shaft, Material Identification Mark
Thrust shaft, Material SEE GLASGOW REPORT NO 68905. Intermediate shafts, Material S.M. 11607 STEEL. Identification Marks LLOYDS 8887
Tube shaft, Material Identification Mark Screw shaft, Material S.M. 11607 STEEL. Identification Mark LLOYDS 8886
Identification Marks on Air Receivers FORD: 53197 LLOYDS 7257 555 11 W.P. 355 11 P.W. 28.6.44
AET: 53198 LLOYDS 7257 555 11 W.P. 355 11 P.W. 28.6.44

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 (1) PORTABLE FOAM TYPE 'FOAMITE' EXTINGUISHERS. (2) SAND IN STEEL BINS.

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

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 YES. If so, state name of vessel m/v "KINGFISHER" (SEE LEITH RPT: NO 2133)

General Remarks (State quality of workmanship, opinions as to class, &c.) THIS MACHINERY (GLASGOW RPT: NO 68905 FOR THE MAIN ENGINE
NOTTINGHAM CERTIFS: C 3162 & C 3163, GLASGOW CERTS: C 64247 FOR THE AUXILIARY MACHINERY) HAS BEEN EFFICIENTLY FITTED IN
THE VESSEL. THE WORKMANSHIP BEING GOOD & THE MATERIALS USED, SOUND. THE MAIN & AUXILIARY MACHINERY WAS TRIED OUT
UNDER FULL LOAD CONDITIONS, THE FORMER DURING FULL POWER TRIALS AT SEA; THE PUMPS & PUMPING ARRANGEMENTS
WERE TESTED & ALL WAS FOUND TO BE SATISFACTORY. THE MAXIMUM R.P.M. OBTAINED DURING THE SEA TRIAL WAS ; THE
SLOWEST SPEED AT WHICH THE MAIN ENGINES WOULD RUN WAS 79 R.P.M. ASTERN TRIALS & MANOEUVRING TRIALS WERE ALSO
CARRIED OUT WITH SATISFACTORY RESULTS; THE CAPACITY OF THE AIR RECEIVERS FOR MANOEUVRING PURPOSES WAS TESTED
& FOUND TO BE ABOVE RULE REQUIREMENTS.

IN MY OPINION THE MACHINERY OF THIS VESSEL IS ELIGIBLE TO BE CLASSED IN THE REGISTER BOOK WITH THE
NOTATIONS OF LMC 4.45, OIL ENGINE, TS (OG).

The amount of Entry Fee .. £ 8 : 8 :
Special ... £ : :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) ... £ : :
When applied for, 1945
When received, 19

Committee's Minute

FRI. 27 APR 1945

Assigned + LMC 4.45 Oil Eng. O.G. Machinery

F. C. J. Owen.

Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation