

REPORT ON OIL ENGINE MACHINERY.

No 68172.

16 MAR 1944

Received at London Office

Date of writing Report 8-3-

When handed in at Local Office 11.3.

Port of

Glasgow

No. in Survey held at
Reg. Book.

GLASGOW

Date, First Survey 29.6.43

Last Survey 10.3.1944

Number of Visits 72

Single
on the Twin
Triple
Quadruple

Screw vessel

M.V. MEGNIE

Tons

Gross 6595
Net 4391

Built at GLASGOW

By whom built CHAS. CONNELL & CO. LD.

Yard No. 445 When built 1944

Engines made at ~ 0° -

By whom made BARCLAY CURLEY & CO. LD.

Engine No. 139 When made 1944

Donkey Boilers made at ~ 0° -

By whom made - 0° -

Boiler No. 139 When made 1944

Brake Horse Power 2100

Owners JAMES NOURSE LD.

Port belonging to LONDON

Nom. Horse Power as per Rule 449

Is Refrigerating Machinery fitted for cargo purposes

No Is Electric Light fitted YES

Trade for which vessel is intended

OIL ENGINES, &c. Type of Engines DOxford OPPOSED PISTON 2 or 4 stroke cycle 2 Single or double acting SINGLE

Maximum pressure in cylinders 600 LB. Diameter of cylinders 5.60 7/8 Length of stroke 21.60 7/8 No. of cylinders 3 No. of cranks 9

Mean Indicated Pressure 88.5 LB.

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 11.20 7/8

Is there a bearing between each crank YES

Revolutions per minute 110

Flywheel dia. 22.40 7/8

Weight 44.2 Tons

Means of ignition COMP

Kind of fuel used DIESEL OIL

Crank Shaft, Solid forged
Semi built dia. of journals
All builtas per Rule
as fitted 4.20 7/8

Crank pin dia. 4.20 7/8

Mid. length breadth 6.10 7/8

Thrust Shaft, diameter at collars 4.20 7/8

Flywheel Shaft, diameter
as per Rule
as fittedIntermediate Shafts, diameter
as per Rule
as fitted 13"Tube Shaft, diameter
as per Rule
as fittedScrew Shaft, diameter
as per Rule
as fitted 14 1/2"

Is the tube screw shaft fitted with a continuous liner YES

Bronze Liners, thickness in way of bushes
as per Rule
as fitted 3/4"Thickness between bushes
as per Rule
as fitted 7/16"

Is the after end of the liner made watertight in the

propeller boss YES

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

If 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

Propeller, dia. 14' 9" Pitch 11'

No. of blades 4

Material BRONZE whether Moveable No

Total Developed Surface 80 sq. feet

Method of reversing Engines DIRECT

Is a governor or other arrangement fitted to prevent racing of the engine when declutched YES

Means of lubrication

FORCED Thickness of cylinder liners 23 7/8

Are the cylinders fitted with safety valves YES

Are the exhaust pipes and silencers water cooled or lagged with

non-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

Cooling Water Pumps, No. ONE STAND BY BALLAST

Is the sea suction provided with an efficient strainer which can be cleared within the vessel YES

Bilge Pumps worked from the Main Engines, No. NONE

Diameter

Stroke

Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line

No. and Size 1 @ 12" x 9" x 24"

How driven STEAM

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

Ballast Pumps, No. and size 1 @ 10" x 12" x 24"

Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1 STEAM 6 1/2" x 7" x 15"

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 ENG. RM. 4 @ 3" 6 1/4" Bilge 1 @ 2" 6 1/2" x 2" Tunnel well 1 @ 2 1/2"

In Pump Room

In Holds, &c. 2 @ 1.4 x 5 Holds 2 @ 3"

No 2 x 3 Holds 2 @ 4"

2 @ 5"

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes YES

Are the Bilge Suctions in the Machinery Spaces

led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges YES

Are they fitted with Valves or Cocks BOTH

Are all Sea Connections fitted direct on the skin of the ship YES

Are the Overboard Discharges above or below the deep water line BOTH

Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates YES

Are the Blow Off Cocks fitted with a spigot and brass covering plate YES

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel YES

How are they protected

What pipes pass through the bunkers NONE

Have they been tested as per Rule

What pipes pass through the deep tanks NONE

Are 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 YES

Is it fitted with a watertight door No worked from

If 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. 2

No. of stages 3

Diameters 10 1/2" - 2 1/2"

Stroke 6

Driven by STEAM ENGINE

Auxiliary Air Compressors, No. 2

No. of stages -

Diameters

Stroke -

Driven by

Small Auxiliary Air Compressors, No. 2

No. of stages -

Diameters

Stroke -

Driven by

What provision is made for first Charging the Air Receivers

STEAM AUX. COMPRESSOR

Driven by MAIN ENGINE

Scavenging Air Pumps, No. ONE

Diameter 16.00 7/8

Stroke 5.40 7/8

Driven by

Auxiliary Engines crank shafts, diameter

as per Rule

No.

Position

Have the Auxiliary Engines been constructed under special survey

Is a report sent herewith

012211-012220-0155

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AIR RECEIVERS: - Have they been made under survey... YES ✓
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. ... 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 250 cub. ft. Internal diameter 4 1/2" thickness 1 3/32" ✓
Seamless, lap welded or riveted longitudinal joint RIVETED Material STEEL Range of tensile strength 29/33 tons Working pressure 600 LBS ✓
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 No ✓
PLANS. Are approved plans forwarded herewith for Shafting (If not, state date of approval) Yes Receivers 5-5-42 Separate Fuel Tanks Yes
Donkey Boilers Yes General Pumping Arrangements Yes Pumping Arrangements in Machinery Space Yes
Oil Fuel Burning Arrangements ✓
SPARE GEAR.
Has the spare gear required by the Rules been supplied Yes (except centre & side conn. rod top & bottom end bearings)
State the principal additional spare gear supplied List attached.



The foregoing is a correct description,

For Barclay, Curle & Co., Ltd.

Alexander Macnault.

Manufacturer.

Dates of Examination of principal parts - Cylinders 1-10-43 Covers ✓ Pistons 21-10-43 Rods 21-10-43 Connecting rods 2-11-43
Crank shaft 4-11-43 Flywheel shaft Thrust shaft 4-11-43 Intermediate shafts 29-10-43 Tube shaft
Screw shaft 8-12-43 Propeller 2-8-43 Stern tube 8-12-43 Engine seatings 10-12-43 Engines holding down bolts 21-1-44
Completion of fitting sea connections 10-12-43 Completion of pumping arrangements 9-2-44 Engines tried under working conditions 22-2-44
Crank shaft, Material S.M. STEEL Identification Mark 83584 TEST NOS 4-11-43 NK Flywheel shaft, Material Identification Mark 170258 & TEST 29-10-43 NK 8-2-
Thrust shaft, Material S.M. STEEL Identification Mark 8143 4-11-43 NK Intermediate shafts, Material S Identification Marks 8383
Tube shaft, Material Identification Mark ✓ Scrape shaft, Material S Identification Mark 8383
Identification Marks on Air Receivers LLOYDS TEST 800 LBS/D" WP 600 LBS/D" 27-10-43 W.A.L.

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 Steam jet & foamite

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 HUGHLI GLASGOW REPORT N° 67373

General Remarks (State quality of workmanship, opinions as to class, &c.) This machinery has been built under special survey in accordance with the Rules and approved plans, and the materials and workmanship are good. It has been satisfactorily installed in the vessel, tested under working conditions and found efficient and, in my opinion is eligible to be classed with record + LMC 3,44 and notation 2 D. B. 120 LBS. C.L.

The amount of Entry Fee .. £ 5 : : When applied for, 14 MAR 1944
Special ... £ 92 : 7 :
Donkey Boiler Fee ... £ 18 : 4 :
Travelling Expenses (if any) £ 4 : 4 :
When received, 19

Committee's Minute GLASGOW 14 MAR 1944

Assigned -/- LMC 3,44 Oil Eng IM
2 D.B. 120 LBS.

N. Russell
Engine Surveyor to Lloyd's Register of Shipping.



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