

## REPORT ON OIL ENGINE MACHINERY.

No 13058

Received at London Office

22 SEP 1941

Date of writing Report

When handed in at Local Office

Port of

Belfast

No. in Survey held at  
Reg. Book.

Belfast

Date, First Survey

3<sup>rd</sup> June 1940

Last Survey

30<sup>th</sup> Aug 1941

Number of Visits

164

Single  
on the ~~Twin~~ Triple  
Screw vessel"DERWENTDALE"Tons: Gross 8398  
Net 4910

Built at

Belfast

By whom built

Harland &amp; Wolff Ltd.

Yard No. 1052 When built 1941

Engines made at

Belfast

By whom made

Harland &amp; Wolff Ltd.

Engine No. 1052 When made 1941

Donkey Boilers made at

Belfast

By whom made

Harland &amp; Wolff Ltd.

Boiler No. 1052 When made 1941

Brake Horse Power

3850

Owners

The Admiralty.

Port belonging to

London.

Nom. Horse Power as per Rule

502

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes.

Trade for which vessel is intended

Carrying Petroleum in bulk

ENGINES, &amp;c.—Type of Engines

Harland &amp; W. Airless Injection

2 or 4 stroke cycle 4 Single or double acting Single

Maximum pressure in cylinders

700 lbs/sq. in.

Indicated Pressure

135 lbs/sq. in.

Diameter of cylinders

6.50 in.

Length of stroke

14.00 in.

No. of cylinders

8

No. of cranks

8

No. of bearings, adjacent to the Crank, measured from inner edge to inner edge

8 + 4 in.

Is there a bearing between each crank

Yes.

Revolutions per minute

120

Flywheel dia.

22.18.5 in.

Weight

2150 lbs.

Means of ignition

Compression

Kind of fuel used

Diesel oil

Crank pin dia.

as per Rule as approved

4.60 in.

Crank pin dia.

4.60 in.

Crank Webs

Mid. length breadth

8.00 in.

Mid. length thickness

2.67 in.

Thickness parallel to axis

2.67 in.

Thickness around eye-hole

2.03 in.

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

as approved.

Screw Shaft, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

Is the

screw

shaft fitted with a continuous liner

Yes.

Bronze Liners, thickness in way of bushes

as per Rule

as fitted

7/8 in.

Thickness between bushes

as per Rule

as fitted

3/4 in.

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

Yes.

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

Yes.

If two liners are fitted, is the shaft lapped or protected between the liners

Yes.

Is an approved Oil Gland or other appliance fitted at the after end of the tube

Yes.

Length of Bearing in Stern Bush next to and supporting propeller

5' 0"

Propeller, dia.

15' 6"

Pitch

12' 0"

No. of blades

4

Material

Bronze

Whether Moveable

Fixed

Total Developed Surface

75 sq. feet

Method of reversing Engines

Air

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

Yes.

Means of lubrication

Forced

Thickness of cylinder liners

+ 8 in.

Are the cylinders fitted with safety valves

Yes.

Are the exhaust pipes and silencers water cooled or lagged with

Non-conducting material

Lagged

If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

Yes.

Cooling Water Pumps, No.

2

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.

2

Diameter

Stroke

Can one be overhauled while the other is at work

Yes.

Pumps connected to the Main Bilge Line

No. and Size

4, 2 @ 32 tons/hr.; 1 @ 80 tons/hr., 1 @ 200 tons/hr.

How driven

Main Eng.;

Steam driven.

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 @ 200 tons/hr.

Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size

1. M.E.N.G. 40 tons/hr.

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

5. 3 @ 3 1/2" dia., 2 @ 2 1/2" dia.

In Pump Room

In Holds, &amp;c.

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

2 @ 6" dia.

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

Yes.

Are the Bilge Suctions in the Machinery Spaces

Yes.

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

Yes.

Are they fitted with Valves or Cocks

Valves

Are 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

Below.

Are 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

Yes.

What pipes pass through the bunkers

Yes.

How are they protected

Yes.

What pipes pass through the deep tanks

Yes.

Have they been tested as per Rule

Yes.

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

Yes.

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

Yes.

Main Air Compressors, No.

1

No. of stages

1

Diameters

Stroke

Driven by

Auxiliary Air Compressors, No.

2

No. of stages

2

Diameters

280/245 in.

Stroke

130 in.

Driven by

Steam Engine.

Small Auxiliary Air Compressors, No.

1

No. of stages

1

Diameters

Stroke

Driven by

What provision is made for first Charging the Air Receivers

as above.

Scavenging Air Pumps, No.

1

Diameter

Stroke

Driven by

Auxiliary Engines crank shafts, diameter

as per Rule

as fitted

No.

Position

Have the Auxiliary Engines been constructed under special survey

Yes.

Is a report sent herewith

Yes.



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

MANOEUVRING

Injection Air Receivers, No. 2

Cubic capacity of each

Is a drain fitted at the lowest part of each receiver

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure

Starting Air Receivers, No.

Total cubic capacity

Internal diameter

thickness

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure

IS A DONKEY BOILER FITTED?

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

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting

(If not, state date of approval)

Receivers

Separate Fuel Tanks

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

State the principal additional spare gear supplied

The foregoing is a correct description,

For HARLAND AND WOLFF, LIMITED.

Manufacturer.

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

Crank shaft

Screw shaft

Completion of fitting sea connections

Crank shaft, Material

Thrust shaft, Material

Tube shaft, Material

Identification Marks on Air Receivers

During erection on board vessel--

During erection on board vessel--

During erection on board vessel--

During erection on board vessel--

During erection on board vessel--

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