

REPORT ON OIL ENGINE MACHINERY.

No. 52280.

12 JAN 1944

Received at London Office

11 JAN 1944

Port of

HULL

Date of writing Report

When handed in at Local Office

Date, First Survey

30. 6. 43.

Last Survey

4. 1. 1944

No. in Survey held at
Reg. Book.

Number of Visits

17.

Tons { Gross 881
Net 461Single
on the Twin
Triple
Quadruple } Screw vessel

"AMENITY"

Built at

Gool

By whom built Gool Shipbuilding & Rep. Co. Ld.

Yard No. 395 When built 1944

Engines made at

Newbury

By whom made Newbury Diesel Co. Ld.

Engine No. 785 When made

Donkey Boilers made at

By whom made

Boiler No. — When made —

Brake Horse Power

600

Owners J. J. Evans & Sons Ld.

Port belonging to London

Nom. Horse Power as per Rule

167

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which vessel is intended

Coasting

OIL ENGINES, &c.—Type of Engines Compression Ignition { See Lon Rpt. 2 or 4 stroke cycle 2 Single or double acting SA.

Maximum pressure in cylinders 700 lb Diameter of cylinders 320 mm Length of stroke 426 mm No. of cylinders 6 No. of cranks 6

Mean Indicated Pressure

76

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge

452 mm

Is there a bearing between each crank

Yes

Revolutions per minute

300

Flywheel dia.

900 mm

Weight

500 lb

Means of ignition Compression

Kind of fuel used Gas Oil

Crank Shaft, { Solid forged
dia. of journals
as per Rule
as fitted

192 mm

Crank pin dia.

192 mm

Crank Webs

Mid. length breadth 106 mm

Mid. length thickness 252 mm

Thickness parallel to axis

shrink

Thickness around eye-hole

Flywheel Shaft, diameter

as per Rule

as fitted 192 mm

Intermediate Shafts, diameter

as per Rule

as fitted 6 3/4

Thrust Shaft, diameter at collars

as per Rule

as fitted 192 mm

Tube Shaft, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

Is the tube

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

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

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

shaft YES If so, state type NEWARK

Length of Bearing in Stern Bush next to and supporting propeller

2' 6 1/8"

Propeller, dia.

6' 4"

Pitch

3' 10"

No. of blades

4

Material

C.I.

whether Moveable

No

Total Developed Surface

15-11

sq. feet

Method of reversing Engines hand (air)

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

Yes

Means of lubrication

Forces

Thickness of cylinder liners

32 mm

Are the cylinders fitted with safety valves

Yes

Are the exhaust pipes and silencers water cooled or lagged with

non-conducting material

Lagging

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 ME & 1 NO.

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

110 mm

Stroke

120 mm

Can one be overhauled while the other is at work

Yes

Pumps connected to the Main Bilge Line

No. and Size

1 General Service Pump 70 tons/hour

How driven

Aux. Engine (Diesel)

2 - 110 mm, 120 mm

ME

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

1 - ME. 10 tons/hour

1 - ME. 10 tons/hour

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1 - ME. 10 tons/hour

Ballast Pumps, No. and size 1-100

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

1-100

Are two independent means arranged for circulating water through the

Oil Cooler

Yes

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

In Pump Room

Pumps, No. and size:—In Machinery Spaces

In Holds, &c.

1 PIS in each hold

2 1/2" in no. 1 & 3" in no. 2

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

One 3"

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

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

Valves

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

E.W. str. boxes

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

ABOVE

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

NONE

How are they protected

Yes

What pipes pass through the deep tanks

NONE

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

NONE

Is it fitted with a watertight door

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. One

No. of stages

One

Diameters

110 mm

Stroke

110 mm

Driven by

M.E.

Auxiliary Air Compressors, No. One

No. of stages

two

Diameters

52 & 120 mm

Stroke

100 mm

Driven by

Aux. Eng.

Small Auxiliary Air Compressors, No. Above

No. of stages

hand - starting

Diameters

Stroke

Driven by

M.E.

What provision is made for first Charging the Air Receivers

Scavenging Air Pumps, No. One

Diameter

670 mm

Stroke

426 mm

Driven by

M.E.

Auxiliary Engines crank shafts, diameter

as per Rule

as fitted 85 mm

No. 2

Position

IPIS Eng Room

Is a report sent herewith

Yes

Have the Auxiliary Engines been constructed under special survey

Yes

013917-013926-0013

Lloyd's Register
Foundation

AMENITY

See Lon. Rpt. N^o 111,522.

AIR RECEIVERS:—Have they been made under survey **YES**

State No. of Report or Certificate **C 2611, 2670.**

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 by Rules

Starting Air Receivers, No. **Four**

Total cubic capacity **52 cu. ft.**

Internal diameter **19"**

thickness **1/2"**

Seamless, lap welded or riveted longitudinal joint **Riveted**

Material **Steel**

Range of tensile strength **28 3/4 ton**

Working pressure by Rules **Approved**

Actual **400 lb.**

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 **YES**

PLANS. Are approved plans forwarded herewith for Shafting **See Lon. Rpt. N^o 111,522.**

Receivers **12.6.42.**

Separate Fuel Tanks **6.10.42**

Donkey Boilers **YES**

General Pumping Arrangements **1-10-42**

Pumping Arrangements in Machinery Space **25.3.43.**

Oil Fuel Burning Arrangements **YES**

SPARE GEAR.

Has the spare gear required by the Rules been supplied **YES**

State the principal additional spare gear supplied **See attached list.**

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building

During progress of work in shops--

During erection on board vessel---

Total No. of visits **17**

See London Report N^o 111,522.

1943 JUN 30 JULY 27. AUG 18. SEP. 21, 27. OCT 26. NOV 2, 4, 10, 17. DEC 6, 9, 20, 22, 29, 31.

1944 JAN 4.

Dates of Examination of principal parts—Cylinders

Covers

Pistons

Rods

Connecting rods

Crank shaft

Flywheel shaft

Thrust shaft

Intermediate shafts

Tube shaft

Screw shaft

Propeller

Stern tube

Engine sealings

Engines 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 **F.I. STL.**

Identification Marks

Tube shaft, Material

Identification Mark

Screw shaft, Material **F.I. STL.**

Identification Mark

Identification Marks on Air Receivers

29538 R 1930

TP 600 lb

WP 400 lb

30.4.43. HDB

29539, R 1930

TP 600 lb

WP 400 lb

30.4.43. HDB

30800, R 2065

TP 600 lb

WP 400 lb

4.10.43. HDB

30801, R 2055

TP 600 lb

WP 400 lb

4.10.43. HDB

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.**

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 **YES**

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with **YES**

Is this machinery duplicate of a previous case **Yes**

If so, state name of vessel **ABILITY**

General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel has been installed onboard the motor coaster "AMENITY" at Good under Special Survey in accordance with the Rules, the Surveyor's letter & approved plans. The workmanship and materials are good.

The machinery has been tried under working conditions and found satisfactory

and is eligible to be recorded in the Register Book ***LMC 1, 44. O.G.**

Oil Engines **2SC. SA. 6 cylinders 12 5/8" - 16 3/4". 167 NHP.**

See Lon. Rpt. N^o 111,522 for other part of fee.

The amount of Entry Fee	£	:	:	When applicable, 11 JAN 1944
Special PART	£	13	18/4	19
Donkey Boiler Fee	£	:	:	When received, 19
Travelling Expenses (if any)	£	:	:	19

Committee's Minute

Assigned

FRI. 21 JAN 1944

+ LMC 1, 44 OG.
Oil Eng.

W. L. Shields

Engineer Surveyor to Lloyd's Register of Shipping.



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