

REPORT ON OIL ENGINE MACHINERY.

No 68212

Received at London Office

6 MAR 1944

Date of writing Report

When handed in at Local Office

13.3

Port of

Glasgow

Date, First Survey

10.1941

Last Survey

10.3

1944

Number of Visits

61

No. in Survey held at

Reg. Book.

544

1952

on the

Single

Triple

Quadruple

Screw vessel

TRIUMPER

Tons

Gross 7376

Net 5733

built at

Port Glasgow

By whom built

Lithgow's Ltd

Yard No. 986

When built 1944

Engines made at

Glasgow

By whom made

Harland & Wolff, Ltd.

Engine No. 8462/A

When made 1944

Donkey Boilers made at

By whom made

Boiler No.

When made

Brake Horse Power

3300

Owners

Ministry of War Transport.

Port belonging to

Nom. Horse Power as per Rule

490

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Trade for which vessel is intended

29 1/8"

59 1/16"

L ENGINES, &c.—Type of Engines

Heavy oil. Airless Injection

2 or 4 stroke cycle

4 Single or double acting S.A

Maximum pressure in cylinders

700 lb

Diameter of cylinders

740 mm.

Length of stroke

1500 mm.

No. of cylinders

6

No. of cranks

6

Mean Indicated Pressure

128

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

972 mm.

Is there a bearing between each crank

yes

Revolutions per minute

110

Flywheel dia. 2489 mm.

Weight 2590 Kgs.

Means of ignition

Compression

Kind of fuel used

Diesel oil.

Crank

Shaft,

as per Rule

Appd. 505 mm.

as fitted

505 mm.

Crank pin dia.

505 mm.

Crank Webs

as per Rule

as fitted

Appd. 13 3/8"

as fitted

13 3/8"

Thrust Shaft, diameter at collars

as per Rule

Appd. 454 mm.

as per Rule

as fitted

Appd. 14 1/8"

as fitted

14 1/8"

Is the

shaft fitted with a continuous liner

yes

Tube Shaft, diameter

as per Rule

as fitted

Appd. 3 1/4"

as fitted

Appd. 9 1/16"

as fitted

9 1/16"

Bronze Liners, thickness in way of bushes

as per Rule

as fitted

Appd. 3 1/4"

Thickness between bushes

as per Rule

as fitted

Appd. 9 1/16"

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

shaft

If so, state type

12'-0" to 10'-6"

No. of blades

4

Material

Brass

whether Moveable

no

Propeller, dia.

16'-0"

Pitch

12'-0" to 10'-6"

No. of blades

4

Material

Brass

whether Moveable

no

Method of reversing Engines

Direct

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

yes

Means of lubrication

yes

Are the exhaust pipes and silencers water cooled or lagged with

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

Thickens of cylinder liners

53 to 41 mm.

Are the cylinders fitted with safety valves

yes

Are the exhaust pipes and silencers water cooled or lagged with

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

1 main engine driven 180 tons per hour.

Cooling Water Pumps, 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.

Home

Diameter

Stroke

Can one be overhauled while the other is at work

yes

Pumps connected to the Main Bilge Line

No. and Size

How driven

Is the cooling water led to the bilges

If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping arrangements

yes

Ballast Pumps, No. and size

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

1 engine driven, 100 tons per hour.

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

In Pump Room

In Holds, &c.

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

Are the Bilge Suctions in the Machinery Spaces

yes

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

yes

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

Are they fitted with Valves or Cocks

yes

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

Are the Overboard Discharges above or below the deep water line

yes

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

yes

What pipes pass through the bunkers

How are they protected

yes

What pipes pass through the deep tanks

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

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.

No. of stages

Diameters

Stroke

Driven by

yes

Auxiliary Air Compressors, No.

No. of stages

Small Auxiliary Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

yes

What provision is made for first Charging the Air Receivers

yes

Scavenging Air Pumps, No.

Diameter

as per Rule

as fitted

Appd. 14 1/8"

as fitted

14 1/8"

Is the

shaft fitted with a continuous liner

yes

Auxiliary Engines crank shafts, diameter

as per Rule

as fitted

Appd. 14 1/8"

as fitted

14 1/8"

Is the

shaft fitted with a continuous liner

yes

Have the Auxiliary Engines been constructed under special survey

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

Is a drain fitted at the lowest part of each receiver

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.

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?

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 *Cranks & Thrust shafts* 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.

Wm. J. Wrights.

Manufacturer.

Dates of Survey while building
During progress of work in shops -- 1941 Oct 7, Dec 30, 1942 Mar 11, Apr 22, May 4, Jul 19, Aug 14, Sep 7, 18, 29, Oct 16, Nov 16, Dec 2, 11, 25, 1943 Jan 14, 15, 18, 20, 22, 27, 29, Feb 8, 10, 1944 Mar 2, 5, 18, Apr 15, 20, 28, May 10, 12, 17, Jun 7, 16, 28, Jul 23, 29, Aug 12, 27, Sep 15, Oct 21, Nov 3, 19, 22, 29, Dec 6, 8, 9, 13, 15, 16, 1944 Jan 6, 11, 24, Feb 8, 10, 1944
During erection on board vessel --
Total No. of visits 61.

Dates of Examination of principal parts—Cylinders 19-2-43 Covers 19-2-43 Pistons 27-1-43 Rods 27-1-43 Connecting rods 20-4-43

Crank shaft 16-10-42 Flywheel shaft 11-12-42 Thrust shaft 11-12-42 Intermediate shafts 15-12-43, 16-12-43 Tube shaft 15-12-43, 16-12-43

Screw shaft 21-10-43 Propeller 21-10-43 Stern tube 21-10-43 Engine seatings Engines holding down bolts

Completion of filling sea connections Completion of pumping arrangements Engines tried under working conditions

Crank shaft, Material Steel Identification Mark 8462/1 P.9 Flywheel shaft, Material Steel Identification Mark

Thrust shaft, Material Steel Identification Mark S. 3959 P.9 Intermediate shafts, Material Steel Identification Marks See below.

Tube shaft, Material Steel Identification Mark S. 7435 P.9

Identification Marks on Air Receivers

Intermediate shafting:— No. 1. S. 4033; No. 2. S. 3775; No. 3. S. 3542; No. 4. S. 3918; No. 5. S. 4160 No. 6. S. 3971 No. 7. S. 3464; No. 8. S. 3877 Lloyd's P. 9.

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

Description of fire extinguishing apparatus fitted

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo 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 Engines duplicate of A/91 MSM.

General Remarks (State quality of workmanship, opinions as to class, &c. Glasgow Report No. 67774

This machinery has been built under Special Survey and in accordance with the approved plans, the Rules of this Society, and the Ministry of War Transport Specification.

The materials and workmanships are good.

The machinery has been despatched to Greenock to be installed on board the vessel Yard No. 986, building by Messrs Lithgows, Ltd.

On completion it will be eligible in my opinion to be classed in the Register Book with record of LMC, G.L. with date.

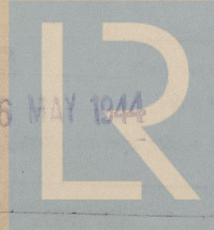
The amount of Entry Fee .. £ 5 : - :
Special Specification .. £ 65 : 13 :
Donkey Boiler Fee .. £ 16 : 8 :
Travelling Expenses (if any) £ : :
When applied for 14 MAR 1944
When received, 19

Committee's Minute GLASGOW 14 MAR 1944

Assigned Deferred for Completion

P. Fitzgerald.

Engineer Surveyor to Lloyd's Register of Shipping.



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