

REPORT ON OIL ENGINE MACHINERY.

Received at London Office
 Date of writing Report 19 When handed in at Local Office 19 Port of London
 No. in Survey held at Faversham & London Date, First Survey 15th July 1925. Last Survey 30th Dec 1925
 Reg. Book. Number of Visits 81X
 40017 on the ^{Single} ~~Triple~~ } Screw vessels M.V. "Maimuna" Tons { Gross 316.46
 Master Built at Faversham By whom built J. Ballen Sons Yard No. 1198 When built 1925
 Engines made at Stockholm By whom made J. P. Bolinders 1st 2nd Engine No. 1062013 When made 1923
 Donkey Boilers made at By whom made Boiler No. When made
 Brake Horse Power 350 Owners H. H. De Rajah & Sarawack Port belonging to Kuching
 Nom. Horse Power as per Rule 100 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted Yes.

OIL ENGINES, &c.—Type of Engines Semi Diesel 2 or 4 stroke cycle 2 Single or double acting Single
 Maximum pressure in cylinders 270 lbs No. of cylinders 4 No. of cranks 4 Diameter of cylinders 16 1/2" 17 1/2"
 Length of stroke 18 1/2" 18 57/64" Revolutions per minute 225 Means of ignition Hot bulb Kind of fuel used Heavy Oil
 Is there a bearing between each crank Yes Span of bearings (Page 92, Section 2, par. 7 of Rules)
 Distance between centres of main bearings 840 mm Is a flywheel fitted Yes Diameter of crank shaft journals as per Rule as fitted 180 mm
 Diameter of crank pins 180 mm Breadth of crank webs as per Rule as fitted 270 mm Thickness of ditto as per Rule as fitted 104 mm
 Diameter of flywheel shaft as per Rule as fitted 178 mm Diameter of tunnel shaft as per Rule as fitted 5 1/4" Diameter of thrust shaft as per Rule as fitted 175 mm
 Diameter of screw shaft as per Rule as fitted 6" Is the screw shaft fitted with a continuous liner the whole length of the stern tube no
 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 joints burned
 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 If without liners, is the shaft arranged to run in oil Yes
 Type of outer gland fitted to stern tube Vickers Length of stern bush 24" Diameter of propeller 6 ft.
 Pitch of propeller 5' 4" No. of blades 3 state whether moveable no Total surface 14 square feet
 Method of reversing Fuel pumps Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Thickness of cylinder liners
 Are the cylinders fitted with safety valves no Means of lubrication Forced 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
 Funnel No. of cooling water pumps 2 Is the sea suction provided with an efficient strainer which can be cleared
 within the vessel Yes No. of bilge pumps fitted to the main engines One Diameter of ditto 3" Rotary Stroke
 Can one be overhauled while the other is at work No. of auxiliary pumps connected to the main bilge lines One How driven Oil engine
 Sizes of pumps 3" Rotary No. and sizes of suctions connected to both main bilge pumps and auxiliary bilge pumps:—In engine room 3 at 2"
 and in holds, etc. 5" at 2" No. of ballast pumps How driven Sizes of pumps
 Is the ballast pump fitted with a direct suction from the engine room bilges State size Is a separate auxiliary pump suction fitted in
 Engine Room and size Yes 2 1/2" Are all the bilge suction pipes fitted with roses Yes Are the roses in Engine Room always accessible Yes
 Are the sluices on Engine Room bulkheads always accessible Are all connections with the sea direct on the skin of the ship Yes
 Are they valves or cocks Both Are they fixed sufficiently high on the ship's side to be seen without lifting the floor plates Yes
 Are the discharge pipes 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 all pipes, cocks, valves and pumps in connection with the machinery accessible at all times Yes Are the bilge suction pipes, cocks and valves arranged so as to prevent any
 communication between the sea and the bilges Yes Is the screw shaft tunnel watertight W.T. Hatch Is it fitted with a watertight door W.T. Hatch
 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
 No. of main air compressors No. of stages Diameters Stroke Driven by
 No. of auxiliary air compressors 1 No. of stages 1 Diameters 6" Stroke 4" Driven by Oil engine
 No. of small auxiliary air compressors No. of stages Diameters Stroke Driven by
 No. of scavenging air pumps Diameter Stroke Driven by
 Diameter of auxiliary Diesel Engine crank shafts as per Rule as fitted Are the air compressors and their coolers made so as to be easy of access

AIR RECEIVERS:—No. of high pressure air receivers Internal diameter Cubic capacity of each
 material Seamless, lap welded or riveted longitudinal joint Range of tensile strength
 thickness working pressure by Rules No. of starting air receivers 3 Internal diameter Standard
 Total cubic capacity 42 cu. ft. Material steel Seamless, lap welded or riveted longitudinal joint Seamless
 Range of tensile strength thickness Working pressure by rules Is each receiver, which can be isolated,
 fitted with a safety valve as per Rule Can the internal surfaces of the receivers be examined What means are provided for cleaning their
 inner surfaces Is there a drain arrangement fitted at the lowest part of each receiver Yes

IS A DONKEY BOILER FITTED? *Yes*

If so, is a report now forwarded? *Yes*

HYDRAULIC TESTS:-

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS	<i>15-7-25</i>		<i>30 lb</i>		
" " COVERS	<i>15-7-25</i>		<i>30 lb</i>		
" " JACKETS.....	<i>15-7-25</i>				
" " PISTON WATER PASSAGES.....	<i>✓</i>				
MAIN COMPRESSORS-1st STAGE.....	<i>✓</i>				
" 2nd "	<i>✓</i>				
" 3rd "	<i>✓</i>				
AIR RECEIVERS-STARTING	<i>Stockholm</i>				
" INJECTION	<i>✓</i>				
AIR PIPES	<i>✓</i>				
FUEL PIPES	<i>✓</i>				
FUEL PUMPS	<i>✓</i>				
SILENCER	<i>✓</i>				
" WATER JACKET	<i>✓</i>		<i>15 ft.</i>	<i>H.G.S.</i>	
SEPARATE FUEL TANKS	<i>17-9-25</i>				

PLANS. Are approved plans forwarded herewith for shafting
(If not, state date of approval)

Yes ✓

Receivers *✓*

Separate Tanks *Yes ✓*

SPARE GEAR *Spare piston complete, 16 piston rings, 1 pr. bottom end brasses, 1 gudgeon pin, 1 cylinder cover, 2 bulbs, lubricating pump complete, cast iron propeller, bolts etc. ✓*

The foregoing is a correct description,

For and on behalf of

JAMES POLLOCK SONS & Co., Ltd.

Installer
Manufacturer.

[Signature]
DIRECTOR

Dates of Survey
while building

During progress of work in shops--
During erection on board vessel--
Total No. of visits
1925: July 15 SEP 14 OCT 13 NOV 11 DEC 16 30

Dates of Examination of principal parts—Cylinders *15/7/25* Covers *15/7/25* Pistons *15/7/25* Rods *✓* Connecting rods *15/7/25*
Crank shaft *15-7-25* Thrust shaft *13-7-25* Tunnel shafts *11-11-25* Screw shaft *7-9-25* Propeller *14-9-25* Stern tube *14-9-25* Engine seatings *11-11-25*
Engines holding down bolts *11-11-25* Completion of pumping arrangements *16-12-25* Engines tried under working conditions *30-12-25*
Completion of fitting sea connections *13-10-25* Stern tube *13-10-25* Screw shaft and propeller *13-10-25*
Material of crank shaft *slut* Identification Mark on Do. *Material of thrust shaft slut* Identification Mark on Do. *7433*
Material of tunnel shafts *slut* Identification Marks on Do. *7433, 267* Material of screw shafts *slut* Identification Marks on Do. *7-9-25, 4*

Is the flash point of the oil to be used over 150° F. *Yes ✓*

Is this machinery duplicate of a previous case *Yes ✓* If so, state name of vessel *Standard Engine.*

General Remarks (State quality of workmanship, opinions as to class, &c. *The main engines of this vessel were not constructed under Special Survey but the working parts have been opened up & carefully examined. They have been securely fitted on board & satisfactorily tried under full power & at manoeuvring speeds. Auxiliaries examined under working conditions!*

This vessel is, in my opinion, eligible to have notation *L.M.C. 12, 25* (without the distinguishing mark) in the Register Book.

The amount of Entry Fee ... £ 3 : 0 :
Special ... £ 15 : 0 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ 6 : 15 : 0

When applied for, 14 JAN 1926

When received, 19 JAN 1926

H. Gardner-Smith.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

L.M.C. 12.25 O.G.
oil engines.



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Foundation