

REPORT ON OIL ENGINE MACHINERY.

No. 19629

Received at London Office

Date of writing Report 14 JAN 1926 10 When handed in at Local Office 16 JAN 1926 10 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 SIX

40017 on the ^{Single} ~~Plain~~ ^{Triple} } Screw vessels M.V. "Maimuna" Tons { Gross 316.46
Net 173.24

Master Built at Faversham By whom built J. Baller Sons Yard No. 1198 When built 1925

Engines made at Stockholm By whom made J. P. Bolinders 1st 2^d Engine No. 10620¹³ When made 1925

Donkey Boilers made at By whom made Boiler No. When made

Brake Horse Power 350 Owners H. H. De Rajah of Sarawak 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 2/4 Is a flywheel fitted Yes Diameter of crank shaft journals as per Rule 180 2/4 as fitted 180 2/4

Diameter of crank pins 180 2/4 Breadth of crank webs as per Rule 270 2/4 as fitted Thickness of ditto as per Rule 104 2/4 as fitted

Diameter of flywheel shaft as per Rule 178 2/4 as fitted Diameter of tunnel shaft as per Rule 5 1/4 as fitted Diameter of thrust shaft as per Rule 175 2/4 as fitted

Diameter of screw shaft as per Rule 6 as fitted Is the screw shaft fitted with a continuous liner the whole length of the stern tube no liner

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 9 auxiliary 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

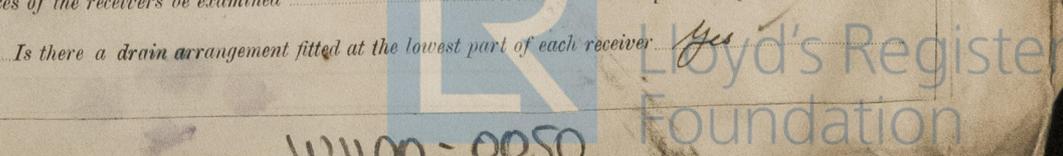
material Seamless, lap welded or riveted longitudinal joint Range of tensile strength

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



W1100-0050

IS A DONKEY BOILER FITTED? *no*

If so, is a report now forwarded?

HYDRAULIC TESTS:-

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

PLANS. Are approved plans forwarded herewith for shafting *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 -- 1925: July 15 SEP 14 Oct 13 Nov 11 DEC 16 30
 During erection on board vessel --
 Total No. of visits 6

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 *no* 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, 26 JAN 1926

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

Committee's Minute

TUES. 19 JAN 1926

Assigned

L.M.C. 12, 25 O.G. oil engines.



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