

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 55588

-5 JUN 1935

10 APR 1935

Received at London Office

Date of writing Report 19 When handed in at Local Office 6. 4. 1935 Port of Glasgow
 Date, First Survey 1. 10. 34 Last Survey 4. April 1935
 Number of Visits 27

No. in Survey held at
 Reg. Book.

Single
 Twin
 Triple
 Quadruple

Screw vessel

Jouko Anderson Dockyard Ltd. 20. 35% M.V. PACIFIC COAST

Gross 1210
 Net 664

Built at Glasgow By whom built 192-193
 Engines made at Glasgow By whom made British Auxiliary Ltd. Engine No. When made 1935
 Donkey Boilers made at By whom made
 Brake Horse Power 425 Ind. Eng. Owners Port belonging to
 Nom. Horse Power as per Rule 312 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
 Trade for which vessel is intended

OIL ENGINES, &c. Type of Engines British Prime 2 or 4 stroke cycle 2 Single or double acting Single

Maximum pressure in cylinders 400 lb. Diameter of cylinders 340% Length of stroke 22% No. of cylinders 6 No. of cranks 5
 Mean Indicated Pressure 100 lb.

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 484% Is there a bearing between each crank y/n
 Revolutions per minute 250 Flywheel dia. 1550% Weight 262% Means of ignition Comp. Kind of fuel used Dist. oil

Crank Shaft, dia. of journals as per Rule 216% Crank pin dia. 220% Crank Webs Mid. length breadth 308% Thickness parallel to axis shrunk
 as fitted 220% Mid. length thickness 122% Thickness around eyehole

Flywheel Shaft, diameter as per Rule 216% Intermediate Shafts, diameter as per Rule 147% Thrust Shaft, diameter at collars as per Rule 155%
 as fitted 220% as fitted

Tube Shaft, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner {
 as fitted as fitted

Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per rule Is the after end of the liner made watertight in the
 as fitted as fitted

propeller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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

shaft If so, state type Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet

Method of reversing Engines Comp. Air Drive Is a governor or other arrangement fitted to prevent racing of the engine when decoupled y/n Means of lubrication

Thrust Thickness of cylinder liners 25.5% Are the cylinders fitted with safety valves y/n Are the exhaust pipes and silencers water cooled or lagged with

non-conducting material y/n If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

Cooling Water Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Bilge Pumps worked from the Main Engines, No. 100 Diameter Stroke Can one be overhauled while the other is at work

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

Ballast Pumps, No. and size Are two independent means arranged for circulating water through the Oil Cooler 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

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

Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

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

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate

What pipes pass through the bunkers How are they protected

What pipes pass through the deep tanks Have they been tested as per Rule

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

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 Is the Shaft Tunnel watertight 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

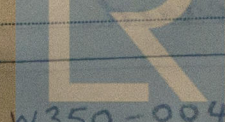
Main Air Compressors, No. 100 on Eng. No. of stages Diameters Stroke Driven by

Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

Small Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

Scavenging Air Pumps, No. 100 on Eng. Diameter 850% Stroke 350% Driven by Main Eng.

Auxiliary Engines crank shafts, diameter as per Rule as fitted



Lloyd's Register
 Foundation

W350-0040

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule *Yps* ✓
Can the internal surfaces of the receivers be examined and cleaned *Yps* ✓ Is a drain fitted at the lowest part of each receiver *Yps* ✓
High Pressure 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* *Actual*
Starting Air Receivers, No. *Two* ✓ Total cubic capacity *127 ft.* ✓ Internal diameter *800 ft.* ✓ thickness *77* ✓
Seamless, lap welded or riveted longitudinal joint *United* ✓ Material *S* ✓ Range of tensile strength *28-32 ton* ✓ Working pressure *by Rules* *365* ✓ *Actual* *355* ✓

IS A DONKEY BOILER FITTED? If so, is a report now forwarded?
Is the donkey boiler intended to be used for domestic purposes only
PLANS. Are approved plans forwarded herewith for Shafting *YH 33 & 22-5-33* ✓ Receivers *Yps* ✓ Separate Tanks
(If not, state date of approval)
Donkey Boilers General Pumping Arrangements Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied *Yps* ✓
State the principal additional spare gear supplied
As per list attached.

The foregoing is a correct description,
For BRITISH AUXILIARIES, LIMITED,
John Rogers Manufacturer.
April 5th 1935

Dates of Examination of principal parts—
Cylinders *1-3-35* Covers *20-2-35* Pistons *20-2-35* Rods Connecting rods *28-12-34*
Crank shaft *25-10-34* Flywheel shaft *and* Thrust shafts *15-1-35* Intermediate shafts Tube shaft
Screw shaft Propeller Stern tube Engine seatings Engines holding down bolts
Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions
Crank shaft, Material *17. light steel* Identification Mark *9288-9289* Flywheel shaft, Material *and* Identification Mark
Thrust shaft, Material *do.* Identification Mark *PK-11-10-34* Intermediate shafts, Material Identification Marks
Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark
Is the flash point of the oil to be used over 150° F. *Yps* ✓
Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with
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 *Yps* ✓ If so, state name of vessel *"BREEZE" Yps Report No 53980.*

General Remarks (State quality of workmanship, opinions as to class, &c.)
This Machinery has been built under special Survey and in accordance with the Rules. The materials and workmanship are good. It has been tried on the bench at full power and found satisfactory.
This machinery is eligible, in my opinion, to be classed in the Register Book, when it has been satisfactorily fitted on board and tried under working conditions, with notation of + L.M.C. with date.
8/4/35

The amount of Entry Fee .. £ 5 : - :
Special *£ 71-10-0* £ 5 : - :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, *8 - APR 1935*
When received, *24/4/35*

Committee's Minute *GLASGOW 9 - APR 1935*
Assigned *Deferred.*
Engineer Surveyor to Lloyd's Register of Shipping.
See Sp. Rpt. No. 55801
4 JUN 1935

Glasgow

Certificate (if required) to be sent to
(The Surveyors are requested not to write on or below the space for Committee's Minute.)