

Rpt. 4b.

AUX!  
REPORT ON OIL ENGINE MACHINERY.

No. 13370.

Date of writing Report 3rd Feb. 1936. When handed in at Local Office 3rd Feb. 1936. Port of BRISTOL

Received at London Office 4 FEB 1936

No. in Survey held at DURSLEY

Date, First Survey 6th Jan.

Last Survey 10th Jan. 1936.

Reg. Book. Single on the Twin Triple Screw vessel

Number of Visits 2.

Tons Gross Net

Built at

By whom built

Yard Nos 312

When built

Engines made at Dursley

By whom made

Engine Nos 314

When made 1936

Donkey Boilers made at

By whom made

Boiler No. 381912-5-4-5

When made

Brake Horse Power 14

Owners

Port belonging to

Nom. Horse Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Trade for which vessel is intended

L ENGINES, &c.—Type of Engines C.E Type Airless Injection 2 or 4 stroke cycle 4 Single or double acting SINGLE

Maximum pressure in cylinders 750 LBS Diameter of cylinders 4.5 Length of stroke 4.375 No. of cylinders 2 No. of cranks 2

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 4 1/16 Is there a bearing between each crank Yes

Revolutions per minute 1000 Flywheel dia. 24 Weight 684 lbs Means of ignition Compression Kind of fuel used Shell Buick

Crank Shaft, dia. of journals as per Rule 2.375 Crank pin dia. 2.75 Crank Webs Mid. length breadth 3.5 Thickness parallel to axis

as fitted 2.25 Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule

as fitted 2.25 as fitted Is the tube screw shaft fitted with a continuous liner

Tube Shaft, diameter as per Rule Screw Shaft, diameter as per Rule

as fitted 2.25 as fitted Is the after end of the liner made watertight in the

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

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

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

If so, slate 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 Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes

Thickness of cylinder liners 266 Are the cylinders fitted with safety valves No

Are the exhaust pipes and silencers water cooled or lagged with

insulating material No If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

Boiling 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. Diameter Stroke Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and Size How driven

Cast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size

Are 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

Holds, &c.

Dependent 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

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

How are they protected

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

partment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door

worked from

In a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

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

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

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

Driving Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule

as fitted RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule

Are 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

High Pressure Air Receivers, No. Cubic capacity of each Internal diameter thickness

Unless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

Working Air Receivers, No. Total cubic capacity Internal diameter thickness

Unless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules



S A DONKEY BOILER FITTED?

If so, is a report now forwarded?

L.A.N.S. Are approved plans forwarded herewith for Shafting

22/10/34

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

PARE GEAR

The foregoing is a correct description,

J. P. R. A. Rother &amp; Co (Marine Sales Dept)

Manufacturer.

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - -

Total No. of visits

Jan. 6. 15.

2.

Dates of Examination of principal parts—Cylinders 6/1/36 Covers 6/1/36 Pistons 6/1/36 Rods Connecting rods 4/1/36

Crank shaft 6/1/36 Flywheel shaft 6/1/36 Thrust shaft 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 15/1/36

Crank shaft, Material Steel Identification Mark M 3812-3-4-5 & 15-1-35 Flywheel shaft, Material Identification Mark

Thrust shaft, Material Identification Mark 355-9-90-91 Flywheel shaft, Material Identification Mark

Tube shaft, Material Identification Mark 15-1-35 Intermediate shafts, Material Identification Marks

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

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

Is this machinery duplicate of a previous case If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c. (4 CE TYPE AUX. ENGINES))

These engines are intended for auxiliary purposes for vessels being built at Gorden. Gorden Shipbuilding & Eng<sup>rs</sup> to Yarn No 312-3-4 & 5. They have been dispatched to the Hamworthy Eng<sup>rs</sup> to be fitted with air compressors & centrifugal pumps.

The engines have been constructed under special survey & have been tested with satisfactory results.

The amount of Entry Fee ... £ : : When applied for, 3rd Feb. 1936

Special ... £ 12 : 12

Donkey Boiler Fee ... £ : : When received, 22/7/1936

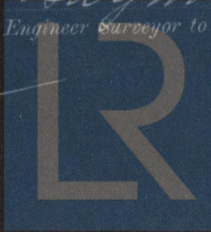
Travelling Expenses (if any) £ : 16

Committee's Minute

Assigned

John L. Gwynne

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation