

REPORT ON OIL ENGINE MACHINERY.

No. 83127
13 AUG 1928

Received at London Office Tyne

When handed in at Local Office 16.8.1928 Port of Newcastle-on-Tyne
 in Survey held at Tramway Date, First Survey 20 Feb 1928 Last Survey 11 Aug 1928
 Book. Number of Visits 43

255 on the Single Screw vessel MOTOR SHIP BRITISH PLUCK Tons Gross 1100
Triple Net 540
Quadruple

uilt at Walker on Tyne By whom built Snow Hunter & Richardson Ltd Yard No. 1254 When built 1928
 Engines made at Walker on Tyne By whom made S. Hunter & Richardson Ltd Engine No. 1254 When made 1928
 Monkey Boilers made at Traffic By whom made Kelby Bros. Boiler No. 5774 When made 1928
 Brake Horse Power 820 Owners British Tanker Co Ltd. Port belonging to Siamia
 Horse Power as per Rule 286 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 for which vessel is intended Oil carrier.

ENGINES, &c.—Type of Engines Atlas Diesel 4 stroke cycle 2 Single or double acting Single
 Maximum pressure in cylinders 500 lb Diameter of cylinders 4 20 7/8 Length of stroke 120 7/8 No. of cylinders 6 No. of cranks 6
 of bearings, adjacent to the Crank, measured from inner edge to inner edge 63 4 7/8 Is there a bearing between each crank Yes
 Revolutions per minute 135 Flywheel dia. 1500 7/8 Weight 2.1 tons Means of ignition Compression Kind of fuel used Fuel oil
 Crank Shaft, dia. of journals as per Rule 271 7/8 as fitted 275 7/8 Crank pin dia. 275 7/8 Crank Webs Mid. length breadth 375 7/8 Thickness parallel to axis 152 7/8
 Wheel Shaft, diameter as per Rule 271 7/8 as fitted 272 7/8 Intermediate Shafts, diameter as per Rule 8.76 8.11 Thrust Shaft, diameter at collars as per Rule 217 7/8
 e Shaft, diameter as fitted 4 1/2 as fitted 9 1/2 Is the screw shaft fitted with a continuous liner Yes
 size Liners, thickness in way of bushes as per Rule 5 7/8 as fitted 5 7/8 Thickness between bushes as per Rule 4 28 as fitted 9 1/16 Is the after end of the liner made watertight in the
 liner 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
 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
 no 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
 of the tube shaft No Length of Bearing in Stern Bush next to and supporting propeller 3'-2"
 Propeller, dia. 10'-3" Pitch 8'-9" No. of blades 4 Material Brass whether Moveable Solid Total Developed Surface 34 7/8 sq. feet
 Method of reversing Engines Hand gear Is a governor or other arrangement fitted to prevent racing of the engine when detached Yes Means of lubrication
 ed Feed Thickness of cylinder liners 40 7/8 Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with
 conducting material 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
 ing Water Pumps, No. 2 MD Centrifugal Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes
 e Pumps worked from the Main Engines, No. 2 Diameter 110 7/8 Stroke 220 7/8 Can one be overhauled while the other is at work Yes
 aps connected to the Main Bilge Line { No. and Size General Service pump 7x7x9
 How driven Steam

last Pumps, No. and size 1. 7x7x9 Lubricating Oil Pumps, including Spare Pump, No. and size 2 7 50 7/8 M driven
 two independent means arranged for circulating water through the Oil Cooler { Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
 ps, No. and size:—In Machinery Spaces 1 7 3" ER AFT 1 7 2 1/2" ER-P. 1 7 2 1/2" ER-S.
 holds, &c. {
 ependent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 7 3 1/2" DIRECT 16 G S. Pump and connected to
 all the Bilge Suction pipes in Holds and Trunk Walls fitted with strum-boxes Yes 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 Yes
 all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks both
 they fixed sufficiently high on the ship's side to be seen without lifting the platform plates Yes Are the Overboard Discharges above or below the deep water line above
 they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes
 t pipes pass through the bunkers Yes How are they protected Yes
 t pipes pass through the deep tanks Yes Have they been tested as per Rule Yes
 all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times
 re 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 Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Yes

wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork Yes
 in Air Compressors, No. one No. of stages 3 Diameters LP 400 7/8 Stroke LP 500 7/8 Driven by Main Engines
 Auxiliary Air Compressors, No. one M. driven No. of stages 3 each Diameters MP 290 7/8 Stroke MP 230 7/8 Driven by Main Engines
 all Auxiliary Air Compressors, No. one No. of stages 3 Diameters 8 1/2 Stroke 5 1/2 Driven by Steam/Motor
 Evenging Air Pumps, No. one Diameter 420 7/8 Stroke 720 7/8 Driven by Main Engines
 Auxiliary Engines crank shafts, diameter as per Rule 4 1/2 as fitted 4 1/2

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes detachable Valve heads
 the internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces Yes
 here a drain arrangement fitted at the lowest part of each receiver Yes Working 4.77 CF. Working 300 7/8 Working 15 7/8
 h Pressure Air Receivers, No. one one one Cubic capacity of each one one one Internal diameter one one one thickness one one one
 less, lap welded or riveted longitudinal joint Seamless Material Steel Range of tensile strength one one one Working pressure by Rules one one one
 Starting Air Receivers, No. 2 Total cubic capacity 275 CF Internal diameter 5-0 7/8 thickness 9 1/16
 Seamless, lap welded or riveted longitudinal joint Riveted Material Steel Range of tensile strength 30/34 Working pressure by Rules 218 lb

1 additional receiver fitted 4/29 - See Note 84093.

1610-12M

IS A DONKEY BOILER FITTED?

YES

If so, is a report now forwarded? YES

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

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR one spare Cast Iron propeller, one spare Tail Shaft Complete with
Continuous line & 6 spare Coupling bolts and nuts - Also please see attached list.

The foregoing is a correct description.

SWAN, HUNTER & WIGHAM RICHARDSON, LTD.

G. J. Sweeney

Manufacturer.

Dates of Survey while building
During progress of work in shops - 1928 Feb. 20. 27. Mar. 1. 2. 13. 19. 20. 21. 26. Apr. 2. 3. 4. 5. 16. 17. 20. 23. 26. 27. May 1. 7. 9. 10. 18. 24. 29.
During erection on board vessel - 31. June 4. 15. 18. 19. 21. 22. 25. July 4. 9. 10. 12. 17. 18. Aug. 3. 9. 11.
Total No. of visits 43.

Dates of Examination of principal parts - Cylinders 17.4.28 17.4.28 22.6.28
Covers 16.4.28 16.4.28 30.4.28
Pistons 23.4.28 Rods 23.4.28 Connecting rods 23.4.28
Crank shaft 20.4.28 Flywheel shaft 19.3.28 Thrust shaft 19.3.28 Intermediate shafts
Screw shaft 20.3.28 19.3.28 2.4.28 Propeller 19.3.28 2.4.28 Stern tube 19.3.28 2.4.28 Engine seatings 27.4.28 Engines holding down bolts 9.7.28
Completion of fitting sea connections 2.4.28 Completion of pumping arrangements 26.7.28 Shop tests June 28/28
Engines tried under working conditions

Crank shaft, Material Steel Identification Mark LR. 6630 CRH Flywheel shaft, Material Steel Identification Mark LR. LGS
Thrust shaft, Material Steel Identification Mark LR. 196 MR Intermediate shafts, Material Identification Marks
Tube shaft, Material Identification Mark LC-5.30.4.28 Screw shaft, Material Steel Identification Mark LR. T916 MR

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 YES.

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.)

These Engine Built under Special Survey the material and workmanship found
good and efficient. Hydraulic test satisfactory. The machinery has been
satisfactorily secured against rust under working conditions.
In our opinion this vessel is eligible for records + L.M.C. 8.28. T.S.C. 8.28

It is submitted that
this vessel is eligible for
THE RECORD. + L.M.C. 8.28

OIL ENGINES 25G, 5A.
6cy 16 9/16 - 28 3/8 286 NHP.
DB. 100 lb. CL.

EDM. 20/8/28.

The amount of Entry Fee ... £ 4 : 0 :
Special ... £ 67 : 18 :
Donkey Boiler Fee ... £ 4 : 4 :
Travelling Expenses (if any) £ : :
When applied for, 15 AUG 1928
When received, 17.8.28

L. G. Shallcross, and
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 24 AUG 1928

Assigned

HMC 8.28

DB 100 lb
CL

Oil Engines



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Foundation