

REPORT ON OIL ENGINE MACHINERY.

No. 19294

-4 FEB 1931

Date of writing Report 24.12.30 When handed in at Local Office 30th JAN 1931. Port of Greenock
Date, First Survey 1st APRIL 1930. Last Survey 30/1/31
Number of Visits 84

Name of vessel S/S "British Pride"
Type of vessel Single Screw vessel
Tons Gross 4106.40 Net 4180.14

Builder: Glasgow By whom built: Liffegore L^a Yard No. 849 When built 1931
Engines made at: Greenock By whom made: John & Kucica L^a Engine No. 1762 When made 1931
Boilers made at: Greenock By whom made: John & Kucica L^a Boiler No. 1762 When made 1931
Horse Power: 2400 Owners: British Tankers L^a Port belonging to: London
Is Refrigerating Machinery fitted for cargo purposes: No Is Electric Light fitted: Yes

ENGINE, &c.—Type of Engines: 2 of 4 stroke cycle H. Single or double acting: Single
Maximum pressure in cylinders: 500 Diameter of cylinders: 440 mm Length of stroke: 1500 mm No. of cylinders: 8 No. of cranks: 8
Revolutions per minute: 98
Crank Shaft, dia. of journals: 98 mm as per Rule 95 mm as fitted 95 mm Crank pin dia.: 49.5 mm Crank Webs: Mid. length breadth: shrunk Thickness parallel to axis: 310 mm
Intermediate Shafts, diameter: 13.33 mm as per Rule 13.33 mm as fitted 13.33 mm Thrust Shaft, diameter at collars: 13.33 mm as per Rule 13.33 mm as fitted 13.33 mm
Screw Shaft, diameter: 14.1 mm as per Rule 14.1 mm as fitted 14.1 mm Is the screw shaft fitted with a continuous liner: Yes
Liners, thickness in way of bushes: .43 mm as per Rule .43 mm as fitted .43 mm Thickness between bushes: 7/8" as per rule 7/8" as fitted 7/8" Is the after end of the liner made watertight in the shell 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
Is an approved Oil Gland or other appliance fitted at the after end of the tube: Yes
Length of Bearing in Stern Bush next to and supporting propeller: 6'-0 1/4"
Propeller, dia.: 16'-9" Pitch: 12'-6" No. of blades: 4 Material: Bronze whether Moveable: No Total Developed Surface: 88 sq. feet
Method of reversing Engines: Air Is a governor or other arrangement fitted to prevent racing of the engine when detached: Yes Means of lubrication: Oil
Thickness of cylinder liners: 32/53 mm Are the cylinders fitted with safety valves: Yes Are the exhaust pipes and silencers water cooled or lagged with conducting material: Lagged

Is the sea suction provided with an efficient strainer which can be cleared within the vessel: Yes
No. of Bilge Pumps worked from the Main Engines: 2 No. of Bilge Pumps: 2 Diameter: 9" Stroke: 10" Can one be overhauled while the other is at work: Yes
No. and Size of Bilge Pumps: Two (one 5' Centre) (one 9' x 10' x 10") How driven: Steam & Motor
Lubricating Oil Pumps, including Spare Pump, No. and size: Two 4 8/4 2" in per below
Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps: In Machinery Spaces: 3. 3" Two 2" Four Pump Room: 1. 2 1/2" In Pump Rooms: 2. 4" each

Are all the Bilge Suction pipes in Holds and Tunnel Well 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
Are all Sea Connections fitted direct on the skin of the ship: Yes Are they fitted with Valves or Cocks: Both
Are 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
Are 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
Do all pipes pass through the bunkers: None How are they protected: —
Do all pipes pass through the deep tanks: None 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: Yes
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: Yes Is the Shaft Tunnel watertight: None Is it fitted with a watertight door: — worked from: —
On 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.: one No. of stages: 3 Diameters: 750-675-150 mm Stroke: 610 mm Driven by: Main Engine
Auxiliary Air Compressors, No.: Two No. of stages: 3 Diameters: 292-256-63 mm Stroke: 214 mm Driven by: Diesel Engine
Small Auxiliary Air Compressors, No.: — No. of stages: — Diameters: — Stroke: — Driven by: —
Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps: In Machinery Spaces: 3. 3" Two 2" Four Pump Room: 1. 2 1/2" In Pump Rooms: 2. 4" each

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule: Yes
Can the internal surfaces of the receivers be examined and cleaned: Yes Is a drain fitted at the lowest part of each receiver: Yes
High Pressure Air Receivers, No.: 2 Cubic capacity of each: 200 litres Internal diameter: 14" thickness: 1/2"
Seamless, lap welded or riveted longitudinal joint: Seawall Material: S Range of tensile strength: 29-33 Working pressure: by Rules 1000 Actual 1000
Starting Air Receivers, No.: 2 Total cubic capacity: 1400 C/F Internal diameter: 6'-8 1/8" thickness: 1 1/2" by Rules 359 Actual 356
Seamless, lap welded or riveted longitudinal joint: TRIDBS Material: S Range of tensile strength: 28-32 Working pressure: by Rules 359 Actual 356

IS A ~~Donkey~~ ^{air} BOILERS FITTED? *Yes* If so, is a report now forwarded? *Yes*
 Is the donkey boiler intended to be used for domestic purposes only *Yes*
 PLANS. Are approved plans forwarded herewith for Shafting *Yes* Receivers *Yes* Separate Tanks *Yes*
~~Donkey~~ Boilers *Yes* General Pumping Arrangements *Yes* Oil Fuel Burning Arrangements *Yes*

SPARE GEAR.

Has the spare gear required by the Rules been supplied *Yes*
 State the principal additional spare gear supplied
Propeller, Propeller Shaft, Glands, Linn, Glands Head.

The foregoing is a correct description,
 For JOHN G. KINCAID & CO. LIMITED.
J. G. Kincaid Director, Manufacturer.

Dates of Survey while building	During progress of work in shops - -	(1930) Apr. 1, May 4, 14, 26, June 18, 20, 24, 25, 30, July 15, 29, Aug. 1, 4, 5, 6, 12, 14, 19, 29, Sept. 4, 9, 10, 11, 16, 19, 29, 30, Oct. 6, 9, 10, 14, 15, 16, 21, 22, 23, 24, 28, 29, 31		
	During erection on board vessel - -	31, Nov. 3, 4, 5, 4, 10, 11, 12, 13, 14, 20, 21, 24, 25, 26, 24, 28, Dec. 1, 3, 4, 5, 8, 9, 10, 13, 16, 14, 19, 23, 24, 29, 31 (1931) Jan. 8, 9, 12, 13, 15, 19, 20, 23, 27, 29, 31		
	Total No. of visits	84		
Dates of Examination of principal parts		Cylinders 9, 10, 30, Covers 5, 8, 30, Pistons 30, 9, 30, Rods 30, 9, 30, Connecting rods 24, 11, 30, Crank shaft 24, 11, 30, Flywheel shaft <i>✓</i> , Thrust shaft 13, 11, 30, Intermediate shafts <i>✓</i> , Tube shaft <i>✓</i> , Screw shaft 13, 11, 30, Propeller 13, 11, 30, Stern tube 4, 11, 30, Engine seatings 21, 11, 30, Engines holding down bolts 13, 1, 30, Completion of fitting sea connections 21, 11, 30, Completion of pumping arrangements 13, 1, 31, Engines tried under working conditions 30, 1, 31		
Crank shaft, Material	S	Identification Mark LR 1162, WGM	Flywheel shaft, Material <i>✓</i>	Identification Mark <i>✓</i>
Thrust shaft, Material	S	Identification Mark LR 9138, WGM	Intermediate shafts, Material <i>✓</i>	Identification Marks <i>✓</i>
Tube shaft, Material	<i>✓</i>	Identification Mark <i>✓</i>	Screw shaft, Material S	Identification Mark LR 9046, WGM

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 *Yes* If so, have the requirements of the Rules been complied with *Yes*
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with *Yes*
 Is this machinery duplicate of a previous case *No* If so, state name of vessel *Yes*

General Remarks (State quality of workmanship, opinions as to class, &c.) *These Engquist Boilers have been built under special survey in a word and with the approved plans & the workmanship & material are of good quality, they are now securely fitted on board, tried under working conditions & found satisfactory. The machinery is eligible in my opinion for the record of L.M.C. 1, 31 (Notation of Donkey Oil 150lb)*

GREENOCK

The amount of Entry Fee .. £ 6. : <i>✓</i>	When applied for, 30th JANUARY 1931.
Special £ 104. : 13	
Donkey Boiler Fee £ 30. : 6	When received, 2/21/31
Air Reservoir (if any) £ 8. : 8	

W. Gordon-Mitchell
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 3 - FEB 1931

Assigned + L.M.C. 1, 31

2DB-150lb

