

REPORT ON OIL ENGINE MACHINERY.

No. 18465.

Date of writing Report 16/10/25 When handed in at Local Office 23.10.25 Port of Greenock Received at London Office 28 Oct 1925
 No. in Survey held at Greenock Date, First Survey 16th October, 1924 Last Survey 22nd October, 1925
 Reg. Book. Single on the Twin Screw vessels Mr. R. "PROMETHEUS" Number of Visits 49
 Master Greenock Built at Greenock By whom built Scott & Co. Ltd. Yard No. 525 When built 1925
 Engines made at Copenhagen By whom made Bureau & Co. Ltd. Engine No. 1133/4 When made 1925
 Donkey Boilers made at Aman By whom made Bureau (Aman) Ltd. Boiler No. When made
 Brake Horse Power 3700 Owners Ocean & Co. Ltd. (Aman) Port belonging to Liverpool
 Nom. Horse Power as per Rule 2 x 950 = 1900 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

OIL ENGINES, &c.—Type of Engines

2 or 4 stroke cycle Single or double acting

Maximum pressure in cylinders See Copenhagen 1910-1925 No. of cylinders 11 No. of cranks 11 Diameter of cylinders as per Rule
 Length of stroke as fitted Revolutions per minute as fitted Means of ignition as fitted Kind of fuel used as fitted
 Is there a bearing between each crank Span of bearings (Page 92, Section 2, par. 7 of Rules)
 Distance between centres of main bearings Is a flywheel fitted Diameter of crank shaft journals as per Rule
 Diameter of crank pins as fitted Breadth of crank webs as per Rule Thickness of ditto as per Rule
 Diameter of flywheel shaft as per Rule Diameter of tunnel shaft as per Rule Diameter of thrust shaft as per Rule
 Diameter of screw shaft as per Rule Is the screw shaft fitted with a continuous liner the whole length of the stern tube Yes
 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 Yes
 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 Yes
 If two liners are fitted, is the shaft lapped or protected between the liners Yes If without liners, is the shaft arranged to run in oil Yes
 Type of outer gland fitted to stern tube None Length of stern bush 6 3/4" Diameter of propeller 12-9"
 Pitch of propeller 12.0" No. of blades 4 state whether moveable Yes Total surface 504 square feet
 Method of reversing air Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Thickness of cylinder liners as fitted
 Are the cylinders fitted with safety valves Yes Means of lubrication as fitted Are the exhaust pipes and silencers water cooled or lagged with non-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 Maneuver
 No. of cooling water pumps Yes 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 2 Diameter of ditto 6" Stroke 4"
 Can one be overhauled while the other is at work Yes No. of auxiliary pumps connected to the main bilge lines 2 How driven Electric Motors
 Sizes of pumps 5" (100 lpm) No. and sizes of suction connected to both main bilge pumps and auxiliary bilge pumps:—In engine room 1.3 3/4 3.5"
 and in holds, etc. 11. 3 1/2" No. of ballast pumps one How driven Motor 10" Sizes of pumps 10"
 Is the ballast pump fitted with a direct suction from the engine room bilges Yes State size 8" Is a separate auxiliary pump suction fitted in Engine Room and size Yes 3 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 Yes 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 Below 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 Yes Is it fitted with a watertight door Yes
 worked from Upper Deck If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork Yes

No. of main air compressors See Copenhagen 1910-1925 No. of stages 1 Diameters as per Rule Stroke as fitted Driven by as fitted
 No. of auxiliary air compressors as per Rule No. of stages as fitted Diameters as fitted Stroke as fitted Driven by as fitted
 No. of small auxiliary air compressors as per Rule No. of stages as fitted Diameters as fitted Stroke as fitted Driven by as fitted
 No. of scavenging air pumps as per Rule Diameters as fitted Stroke as fitted Driven by as fitted
 Diameter of auxiliary Diesel Engine crank shafts as per Rule Are the air compressors and their coolers made so as to be easy of access Yes

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 as fitted
 thickness working pressure by Rules No. of starting air receivers 2 Internal diameter 5. 10 1/2
 Total cubic capacity 1500 Material Steel Seamless, lap welded or riveted longitudinal joint Riveted
 Range of tensile strength 28/32 thickness 15/16 Working pressure by rules 358 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 Yes What means are provided for cleaning their inner surfaces Manhole
 Is there a drain arrangement fitted at the lowest part of each receiver Yes

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IS A DONKEY BOILER FITTED?

yes

If so, is a report now forwarded?

yes

HYDRAULIC TESTS:—

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS					
" " COVERS					
" " JACKETS					
" PISTON WATER PASSAGES					
MAIN COMPRESSORS—1st STAGE					
" 2nd					
" 3rd					
AIR RECEIVERS—STARTING	14. 4. 25	65 ATM	130 ATM	Hydch A1K.	Initial Copenhagen
" INJECTION					
AIR PIPES					
FUEL PIPES					
FUEL PUMPS					
SILENCER	Not tested				
" WATER JACKET					
SEPARATE FUEL TANKS	13. 3. 25		15 lbs	WGM	Satisfactory

PLANS. Are approved plans forwarded herewith for shafting

yes

Receivers

yes

Separate Tanks

yes

SPARE GEAR

Spare checked with the Copenhagen Surveyor
list & found correct

SCOTT'S SHIPBUILDING & ENGINEERING COMPANY, LIMITED.

The foregoing is a correct description,

J. Smith

Commercial Manager

Manufacturer.

Dates of Survey while building
During progress of work in shops-- (1924) October 16-21-28. Nov: 4-11-24. Dec: 2-19. (1925) Jan. 13. February 2-6-23-27. Mar. 6-13-20. Apr. 2-22-29.
During erection on board vessel-- May 1-5-11-18-25-29. June 2-12-18. July 17-30. Aug. 6-14-18-26-28. Sept 1-3-8-10-15-16-23-28. Oct 5-7-9-14-20-22.
Total No. of visits 49.

Dates of Examination of principal parts—Cylinders ✓ Covers ✓ Pistons ✓ Rods ✓ Connecting rods ✓
Crank shaft ✓ Thrust shaft 22-4-25 Tunnel shafts 22-4-25 Screw shaft 22-4-25 Propeller 22-4-25 Stern tube 2-4-25 Engine seatings 18-5-25
Engines holding down bolts 8-9-25 Completion of pumping arrangements 10-9-25 Engines tried under working conditions 20-10-25
Completion of fitting sea connections 18-5-25 Stern tube 18-5-25 Screw shaft and propeller 18-5-25
Material of crank shaft ✓ Identification Mark on Do. ✓ Material of thrust shaft S Identification Mark on Do. Hydch WGM 441-442
Material of tunnel shafts S Identification Marks on Do. Hydch WGM 800, 801
Material of screw shafts S Identification Marks on Do. 800, 801

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

Is this machinery duplicate of a previous case NO If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c.)

The Air Receiver, Propeller & Thrust & Tunnel Shafting have been built under special survey in accordance with the approved plans. The workmanship & material are of good quality. The whole of the machinery has now been securely fitted on board. Found under working conditions found satisfactory. The machinery is eligible in my opinion to have the record of LMC 10.25 as recommended in Copenhagen Rept. No. 7093

The amount of Entry Fee ... £ : :
1/5 Special ... £ 24 : 10 :
Air Receiver ... £ 8 : 8 :
Donkey Boiler Fee ... £ 8 : 8 :
Travelling Expenses (if any) £ : :
When applied for, 23. 10. 1925.
When received, 12. 10. 1925.

Committee's Minute GLASGOW 27 OCT 1925

Assigned + LMC 10.25

Wm Gordon Muirhead
Engineer Surveyor to Lloyd's Register of Shipping.



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CERTIFICATE WRITTEN 28/10/25