

REPORT ON OIL ENGINE MACHINERY.

No. 18945

Date of writing Report 14. 9. 28 When handed in at Local Office 15th August 1928 Port of Greenock Received at London Office 23 AUG 1928

No. in Survey held at Reg. Book. 89266 on the Greenock SM/V "Beedick" Date, First Survey 11th September 1924 Last Survey 15. 8. 1928 Number of Visits 4

Built at Greenock By whom built Robt Wood & Co Ltd Yard No. 18 When built 1928
Engines made at Greenock By whom made Joh & Neacaid & Co Ltd Engine No. 1124 When made 1928
Donkey Boilers made at Greenock By whom made ditto Boiler No. 1124 When made 1928
Brake Horse Power 2325 Owners The Bear Creek Oil Shuffing Co Ltd Port belonging to Greenock
Nom. Horse Power as per Rule 490 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
Trade for which vessel is intended Foreign

OIL ENGINES, &c.—Type of Engines Sumner & Co 2 or 4 stroke cycle 4 Single double acting single
Maximum pressure in cylinders 500 Diameter of cylinders 298 440 mm Length of stroke 1500 mm No. of cylinders 6 No. of cranks 6
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 990 mm Is there a bearing between each crank yes
Revolutions per minute 110 Flywheel dia. 2489 mm Weight 1460 kg Means of ignition Compression Kind of fuel used Diesel

Crank Shaft, dia. of journals as per Rule 440.2 mm as fitted 485 mm Crank pin dia. 485 mm Crank Webs Mid. length breadth shrunk Thickness parallel to axis 310 mm
Flywheel Shaft, diameter as per Rule as approved as fitted 485 mm Intermediate Shafts, diameter as per Rule 13.24 as fitted 13.38" Thrust Shaft, diameter at collars as per Rule 13.93 as fitted 14"

Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 14.8 as fitted 15" Is the tube shaft fitted with a continuous liner yes
Bronze Liners, thickness in way of bushes as per Rule 44 as fitted 13/16" Thickness between bushes as per rule 15.5 as fitted 15/8" 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 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 no

Length of Bearing in Stern Bush next to and supporting propeller 5.0"
Propeller, dia. 16.0" Pitch 10.4" No. of blades 4 Material Brass whether Moveable no Total Developed Surface 43.5 sq. feet
Method of reversing Engines air Is a governor or other arrangement fitted to prevent racing of the engine when disengaged yes Means of lubrication forced

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

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 two (9" + 10" + 10") 4" + 8" + 8"
How driven steam

Ballast Pumps, No. and size one 9" + 10" + 10" Lubricating Oil Pumps, including Spare Pump, No. and size two 6"
Are two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps, No. and size:—In Machinery Spaces 3 at 3 1/2 one at 2 1/2

In Holds, etc. 2. 10" in each Tank
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one at 5" one at 4"
Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes Are the Bilge Suctions in the Machinery Spaces 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

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes
Are 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 no Is it fitted with a watertight door — worked from —

Are all wood vessels, 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 450-675-150 mm Stroke 460 mm Driven by Main Engine
Auxiliary Air Compressors, No. one No. of stages 3 Diameters 360-375-72 mm Stroke 230 mm Driven by Steam

All Auxiliary Air Compressors, No. — No. of stages — Diameters — Stroke — Driven by —
Savenging 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 yes
Are 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

High Pressure Air Receivers, No. 2 Cubic capacity of each 150 litres Internal diameter 12" thickness 1/2"
Material Seamless Range of tensile strength 29.33 Working pressure by Rules 1000 lb
Low Pressure Air Receivers, No. 2 Total cubic capacity 1070 cf MEAN Internal diameter 6.03/16 thickness 1.31/32
Material TRIPLES Range of tensile strength 28-32 Working pressure by Rules 364

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) *yes*

Receivers *yes*

Separate Tanks *yes*

Donkey Boilers *yes*

General Pumping Arrangements *-*

Oil Fuel Burning Arrangements *-*

SPARE GEAR

all list attached

The foregoing is a correct description,
FOR JOHN G. KINCAID & COY, LIMITED

J. G. Kincaid

Manufacturer.

DIRECTOR

Dates of Survey while building
During progress of work in shops -- (1924) Sept. 14, Oct. 6, Nov. 14, 15, 16, 14. (1928) Jan. 6, 12, 20, 24, 31 Feb. 2, 6, 9, 13, 15, 14, 18, 20, 21, 23, Mar. 2, 5, 6, 9, 22, 23, 26, 28, 30, April 3, 4, 5, 10, 12, 13, 19, 23.
During erection on board vessel -- 24, 26, 24, 30, May 1, 4, 8, 9, 10, 11, 18, 21, June 1, 4, 12, 14, 18, 19, 22, 25, July 10, 13, 16, 18, 19, 24, 30, 31, Aug. 2, 6, 9, 10, 13, 14, 15.
Total No. of visits *4*

Dates of Examination of principal parts—Cylinders *14. 11. 24* Covers *24. 1. 28* Pistons *22. 3. 28* Rods *22. 3. 28* Connecting rods *4. 4. 28*

Crank shaft *24. 4. 28* Flywheel shaft *20. 1. 28* Thrust shaft *20. 1. 28* Intermediate shafts *12. 6. 28* Tube shaft *✓*

Screw shaft *21. 5. 28*, Propeller *21. 5. 28* Stern tube *21. 4. 28* Engine seatings *see list p. 17* Engines holding down bolts *2. 8. 28*

Completion of fitting sea connections *see list p. 17* Completion of pumping arrangements *9. 8. 28* Engines tried under working conditions *15. 8. 28*

Crank shaft, Material *§* Identification Mark *LR 1124 WGM* Flywheel shaft, Material *§* Identification Mark *LR 965 WGM*

Thrust shaft, Material *§* Identification Mark *LR 965 WGM* Intermediate shafts, Material *§* Identification Marks *LR 1510 WGM*

Tube shaft, Material *✓* Identification Mark *✓* Screw shaft, Material *§* Identification Mark *LR 966 WGM*

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

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.) *These Engines & Boilers have been built under special survey in accordance with the approved plans & the workmanship & material are of good quality. They are now securely fitted on board and under working conditions, found satisfactory. The Machinery is eligible in my opinion for the record of \times LMC 8, 28. & Notation of DB^s 150lb*

Certificate (if required) to be sent to GREENOCK.

The amount of Entry Fee ... £ *5* : - : When applied for,
Special ... £ *98* : *10* : 15th AUGUST 1928.
air Boiler Fee ... £ *16* : *6* : When received,
air Reservoir (if any) £ *8* : *8* : 17th AUGUST 1928.

Committee's Minute *GLASGOW 28 AUG 1928*

Assigned *+ LMC 8, 28.*

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



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CERTIFICATE WRITTEN