

REPORT ON OIL ENGINE MACHINERY.

No. 18945

Date of writing Report

14. 7. 28

10

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

Single

Twin

Quadruple

Screw vessel

Date, First Survey

14th September 1924

Last Survey

15. 8. 1928

Number of Visits

4

Tons

Gross

Net

Built at

Greenock

By whom built

J. & W. Wood 83 CO. L^d

Yard No.

18

When built

1928

Engines made at

Greenock

By whom made

J. & W. Wood 83 CO. L^d

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 Shipping Co. L^d

Port belonging to

Lundholm

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 & Main

Maximum pressure in cylinders

500

Diameter of cylinders

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

Crank pin dia.

485 mm

Mid. length breadth

shrunk

Thickness parallel to axis

310 mm

Flywheel Shaft, diameter

as per Rule

as fitted

485 mm

Intermediate Shafts, diameter

as per Rule

as fitted

13.24

Thrust Shaft, diameter at collars

Tube Shaft, diameter

as per Rule

as fitted

14.8

Screw Shaft, diameter

as per Rule

as fitted

15

Is the

Bronze Liners, thickness in way of bushes

as per Rule

as fitted

13/16

Thickness between bushes

as per rule

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

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

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

Method of reversing Engines

Air

Is a governor or other arrangement fitted to prevent racing of the engine when decoupled

Yes

Means of lubrication

Forced

Thickness of cylinder liners

32/63 mm

Are the cylinders fitted with safety valves

non-conducting material

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.

Yes

Pumps connected to the Main Bilge Line

No. and Size

Two (9" x 10" x 10")

How driven

Steam

Can one be overhauled while the other is at work

Yes

Ballast Pumps, No. and size

One 9" x 10" x 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 Hold, 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 Hold 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

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

How are they protected

That pipes pass through the bunkers

None

Have they been tested as per Rule

Yes

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

Yes

Is the Shaft Tunnel watertight

None

Is it fitted with a watertight door

worked from

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

Yes

Main Air Compressors, No.

One

No. of stages

3

Diameters

450-675-150 mm

Auxiliary Air Compressors, No.

One

No. of stages

3

Diameters

360-375-72 mm

Stroke

460 mm

Driven by

Small Auxiliary Air Compressors, No.

One

No. of stages

—

Diameters

—

Stroke

230 mm

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

What means are provided for cleaning their inner surfaces

Mauls

Are the internal surfaces of the receivers be examined

Yes

Is there a drain arrangement fitted at the lowest part of each receiver

Yes

Pressure Air Receivers, No.

2

Cubic capacity of each

150 litres

Internal diameter

12"

thickness

Material

Seamless

Range of tensile strength

29.33

Working pressure by Rules

1000 lb

MEAN

Internal diameter

6.03/16

Thickness

1.31/32

Working pressure by Rules

364

lap welded or riveted longitudinal joint

TRIPLES

Material

S

Range of tensile strength

28-32

Working pressure by Rules

364

lap welded or riveted longitudinal joint

TRIPLES

Material

S

Range of tensile strength

28-32

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

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

see list attached

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

Manufacturer.

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, 14, 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 44.

Dates of Examination of principal parts - LINERS
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 21, 5, 28, Propeller 21, 5, 28, Stern tube 21, 4, 28, Engine seatings 24, 4, 28, Engines holding down bolts 2, 8, 28, Completion of fitting sea connections 24, 4, 28, Completion of pumping arrangements 9, 8, 28, Engines tried under working conditions 15, 8, 28.
Crank shaft, Material S Identification Mark LR 1124 WGM. Flywheel shaft, Material S Identification Mark LR 965 WGM.
Thrust shaft, Material S Identification Mark LR 965 WGM. Intermediate shafts, Material S Identification Marks LR 1510 WGM.
Tube shaft, Material S Identification Mark LR 965 WGM. Screw shaft, Material S Identification Mark LR 965 WGM.

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

Is this machinery duplicate of a previous case

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 LMC 8, 28. & Notation of DBS 150th

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

Committee's Minute

Assigned

GLASGOW 28 AUG 1928
+ LMC 8, 28.
CERTIFICATE WRITTEN

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



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Foundation