

REPORT ON OIL ENGINE MACHINERY.

No. 95088

Received at London Office

Date of writing Report

19 When handed in at Local Office

28/5/37 Port of

NEWCASTLE-ON-TYNE

No. in Survey held at
Reg. Book.

Newcastle on Tyne

Date, First Survey

18 Dec 1936

Last Survey

26 May 1937

Number of Visits

27

Single
on the ~~Double~~
Screw vessel

REGENT PANTHER.

Tons { Gross 9556
Net 5799

Built at Newcastle on Tyne

By whom built Swan Hunter & Wigham, Richardson & Co

Yard No. 1523 When built 1937

Engines made at Greenock

By whom made John Kincaid & Co Ltd

Engine No. K105 When made 1937

Donkey Boilers made at do.

By whom made do

Boiler No. K105 When made 1937

Brake Horse Power 3100.

Owners C.T. Bowring & Co Ltd

Port belonging to LONDON

Nom. Horse Power as per Rule 816

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted Yes

Trade for which vessel is intended Ocean going.

OIL ENGINES, &c. Type of Engines Heavy oil Solid Injection (B&W) 4 stroke cycle H. Single or double acting Single

Maximum pressure in cylinders 600 lbs/sq. in.

Diameter of cylinders 740 mm (29 1/8")

Length of stroke 1500 mm (59 1/8")

No. of cylinders 10

No. of cranks 10

Mean Indicated Pressure 6 KGS/cm²

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge

See GREENOCK RPT N° 20328.

Is there a bearing between each crank Yes

Revolutions per minute 95

Turning

Flywheel dia. 2483 mm

Weight 2660 Kg.

Means of ignition Compression

Kind of fuel used Heavy oils.

Crank Shaft, dia. of journals as per Rule

Crank pin dia.

Crank Webs

Mid. length breadth

shrunk

Thickness parallel to axis

Thickness around eye-hole

Flywheel Shaft, diameter as per Rule

Intermediate Shafts, diameter as per Rule

Thrust Shaft, diameter at collars as per Rule

Tube Shaft, diameter as per Rule

Screw Shaft, diameter as per Rule

Is the { tube screw } shaft fitted with a continuous liner { Yes.

Bronze Liners, thickness in way of bushes as per Rule

Thickness between bushes as per Rule

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 If so, state type

Length of Bearing in Stern Bush next to and supporting propeller 7'-11 1/4"

Propeller, dia. 17'-0" Pitch 12'-9" No. of blades 4

Material Bronze whether Moveable No

Total Developed Surface 86 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

forced Thickness of cylinder liners

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 funnel.

Cooling Water Pumps, No. 2

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. One

Diameter 4" Rotary Stroke

Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line

No. and Size Two: one 8"x9"x10", 130 tons/hr + one 7"x8"x8", 100 tons/hr

How driven

Steam driven.

Is the cooling water led to the bilges Yes

If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping

arrangements NONE.

Ballast Pumps, No. and size one 8"x9"x10"

Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size

2 H.P. 8" 100 tons/hr

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 1/2" & 2 1/2"

In Pump Room one 2 1/2"

In Holds, &c. Four Holds, 2 1/2" & 1 1/2" in Pump Room: Cofferdams, for 10 ft; aft 10 ft ejector.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

Two 2 1/2"

Are all the Bilge Suction pipes in Hold and Tank Well fitted with strum-boxes

Yes

Are the Bilge Suctions in the Machinery Spaces

ed from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

Yes, to the 3 1/2"

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

What pipes pass through the bunkers

None

How are they protected

Yes

What pipes pass through the deep tanks

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

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

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

worked from

If 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. None

No. of stages

Diameters

Stroke

Driven by

Auxiliary Air Compressors, No. Two

No. of stages 2

Diameters 4 3/4" & 1 1/4"

Stroke 8"

Driven by

Steam Lugs

Small Auxiliary Air Compressors, No. One

No. of stages 2

Diameters 2 3/8" & 5 3/4"

Stroke 4"

Driven by

Oil Engine

Scavenging Air Pumps, No. One

Diameter

Stroke

Driven by

Hand Starting

Auxiliary Engines crank shafts, diameter as per Rule

as fitted

No.

One:—Driving Small Auxiliary Air Compressor

Position

On Starboard side in Engine Room.

AIR 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. *None*

Cubic capacity of each *✓*

Internal diameter *✓*

thickness *✓*

Seamless, lap welded or riveted longitudinal joint *✓*

Material *✓*

Range of tensile strength *✓*

Working pressure *✓*

by Rules *✓*

Actual *✓*

Starting Air Receivers, No. *Two*

Total cubic capacity *1200 Cub. ft*

Internal diameter *6' 0 1/2"*

thickness *✓*

Seamless, lap welded or riveted longitudinal joint *✓*

Material *✓*

Range of tensile strength *✓*

Working pressure *✓*

by Rules *✓*

Actual *✓*

IS A DONKEY BOILER FITTED? *Yes - Two*

If so, is a report now forwarded? *See Greenock Rpt. No 20328 (2 Rpts)*

Is the donkey boiler intended to be used for domestic purposes only *No*

PLANS. Are approved plans forwarded herewith for Shafting *✓*

(If not, state date of approval)

Receivers *✓*

Separate Fuel Tanks *✓*

Donkey Boilers *✓*

General Pumping Arrangements *Yes*

Pumping Arrangements in Machinery Space *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

One Cast Iron Propeller + Screw Shaft

9 Springs of Exh. Valves + 9 Air Inlet Valves.

1 set of 2 springs for Air Starting Valves, + 4 Springs for Fuel Valves.

10 Spindles + sleeves for fuel valves.

2 Sets of 9 rings for pistons etc etc

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 --
During erection on board vessel --
Total No. of visits *27*

1936

1937

Dec. 18-27. Jan 5-11. 13. 15. Feb. 10. 23. Mar. 10. 12. 17. Apr. 1. 6. 19. 22. 26. 29. May 3. 6. 10. 13. 14. 19. May 21. 24. 26.

Dates of Examination of principal parts—Cylinders *✓*

Covers *✓*

Pistons *✓*

Rods *✓*

Connecting rods *✓*

Crank shaft *✓*

Flywheel shaft *✓*

Thrust shaft *✓*

Intermediate shafts *✓*

Tube shaft *✓*

Screw shaft *✓*

Propeller *12/3/37*

Stern tube *10/3/37*

Engine seatings *29/4/37*

Engines holding down bolts *29/4/37*

Completion of fitting sea connections *10/2/37*

Completion of pumping arrangements *24/5/37*

Engines tried under working conditions *26/5/37*

Crank shaft, Material *✓*

Identification Mark *✓*

Flywheel shaft, Material *✓*

Identification Mark *✓*

Thrust shaft, Material *✓*

Identification Mark *✓*

Intermediate shafts, Material *✓*

Identification Marks *✓*

Tube shaft, Material *✓*

Identification Mark *✓*

Screw shaft, Material *✓*

Identification Mark *✓*

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 *✓*

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with *✓*

Is this machinery duplicate of a previous case *Yes*

If so, state name of vessel *Regent Lion*

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

The Machinery has been installed

under special survey in accordance with the Rules & approved plans, and the materials and workmanship are good.

The machinery was satisfactorily tested under working conditions and the vessel is eligible in my opinion for record + LMC. 5.37,

TS. Cl., 2 DB. 180 lbs. wp.

The amount of Entry Fee *£ 15*

Special *1/5th install*

Donkey Boiler Fee *£ 2*

Travelling Expenses (if any) *£*

When applied for, *✓*

When received, *31.3.37*

A. Watt

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

+ LMC 5.37

oil fuel ch

TUE 1 JUN 1937

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