

Rpt. 4b.

# REPORT ON OIL ENGINE MACHINERY.

No. 20328.

Received at London Office 17 MAR 1937

Date of writing Report 22. 2. 37 When handed in at Local Office 12<sup>th</sup> MARCH 1937. Port of Greenock

No. in Survey held at Greenock Date, First Survey 9<sup>th</sup> JUNE 1936. Last Survey 10. 3 1937

Reg. Book. 56 on the Deck Single Double Triple Quadruple Screw vessel M/S Regent Panther Tons {Gross 9556 Net 5799

Built at Newcastle By whom built Swan Hunter & Graham Richardson Yard No. 1523 When built 1937

Engines made at Greenock By whom made John Wood & Co Engine No. 1105 When made 1937

Donkey Boilers made at ditto By whom made ditto Boiler No. 1105 When made 1937

Brake Horse Power 3100 Owners CT Baring & Co Port belonging to London

Nom. Horse Power as per Rule 816 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which vessel is intended Foreign 29 1/8" - 59 1/16"

IL ENGINES, &c.—Type of Engines Diesel Solid Injection (30W type) 2 or 4 stroke cycle 4 Single or double acting Single

Maximum pressure in cylinders 600 lbs Diameter of cylinders 440 mm Length of stroke 1500 mm No. of cylinders 10 No. of cranks 10

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 1004 mm Is there a bearing between each crank Yes

Revolutions per minute 95 Crank wheel dia. 2483 mm Weight 2660 kg Means of ignition Compression Kind of fuel used Diesel

Crank Shaft, dia. of journals as per Rule 440 mm as fitted 530 mm Crank pin dia. 530 mm Crank Webs Mid. length breadth shrunk Thickness parallel to axis 326 mm M.d. length thickness shrunk Thickness around eye-hole 225 mm

Propeller Shaft, diameter as per Rule 440 mm as fitted 530 mm Intermediate Shafts, diameter as per Rule 32 as fitted 24 Thrust Shaft, diameter at collars as per Rule 1386 as fitted 24

Tube Shaft, diameter as per Rule shrunk as fitted shrunk Screw Shaft, diameter as per Rule 17.62 as fitted 24 Is the tube screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 45 as fitted 1 1/16 Thickness between bushes as per Rule 5.25 as fitted 1 1/16 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 Yes

Length of Bearing in Stern Bush next to and supporting propeller 4-11 3/4

Propeller, dia. 14.0 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 disconnected Yes Means of lubrication oil

Thickness of cylinder liners 53 mm to 41 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 water line, what means are arranged to prevent water from being syphoned back to the engine Yes

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 4" Can one be overhauled while the other is at work Yes

Pumps connected to the Main Bilge Line { No. and Size 2 (one 8" x 9" + 10) (one 4" x 8" x 8") How driven Steam

Ballast Pumps, No. and size one 8" x 9" + 10 Lubricating Oil Pumps, including Spare Pump, No. and size 2 8" one 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 Yes

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

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 they 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 Yes

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 Yes

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 Yes How are they protected Yes

What pipes pass through the deep tanks Yes 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 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 Yes Is it fitted with a watertight door Yes worked from Yes

On 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. Two No. of stages Two Diameters 4 3/4" 1 1/4" Stroke 8 Driven by Steam

Auxiliary Air Compressors, No. Two No. of stages Two Diameters 2 3/8" 5 3/4" Stroke 4 Driven by Diesel

Small Auxiliary Air Compressors, No. One No. of stages Two Diameters 2 3/8" 5 3/4" Stroke 4 Driven by Diesel

Refrigerating 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 Manual

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

High Pressure Air Receivers, No. — Cubic capacity of each — Internal diameter — thickness —

Are they seamless, lap welded or riveted longitudinal joint — Material — Range of tensile strength — Working pressure by Rules —

Working Air Receivers, No. 2 Total cubic capacity 1200 cu ft Internal diameter 6.03 1/16" thickness 3 1/32" 1 1/4"

Are they seamless, lap welded or riveted longitudinal joint Riveted Material S Range of tensile strength 28 32 Working pressure by Rules 26 4



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)

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

one Propeller Shaft with cast iron flange  
coupled to stern L.R. 6459 W.G.M. 2.3.37 & one  
cast iron Propeller

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

*W. Carter*

Director.

Manufacturer.

Dates of Survey while building  
During progress of work in shops - (1936) JUNE 9. SEPT 30. OCT 12. 16. NOV 2. 12. 16. 20. 25. DEC 2. 9. 10. 11. 14. 17. 21. 22. 23. 24. 28. 29. 30. 31. (1937) JAN 4. 9. 11. 12. 14. 15. 18. 20. 21. 22. 25. 26. 27. 29.  
During erection on board vessel - FEB 1. 3. 4. 5. 8. 10. 11. 12. 15. 16. 17. 18. 22. 23. 24. 26. MAR 1. 2. 3. 5. 10.  
Total No. of visits 58.

Dates of Examination of principal parts - Cylinders 14. 1. 37 Covers 4. 2. 37 Pistons 16. 2. 37 Rods 18. 2. 37 Connecting rods 24. 2. 37  
Crank shaft 24. 12. 36 Flywheel shaft ✓ Thrust shaft 3. 3. 37 Intermediate shafts 2. 3. 37 Tube shaft ✓  
Screw shaft 8. 2. 37 Propeller 8. 2. 37 Stern tube 26. 2. 37 Engine seatings ✓ Engines holding down bolts ✓  
Completion of fitting sea connections ✓ Completion of pumping arrangements ✓ Engines tried under working conditions ✓  
Crank shaft, Material S Identification Mark LR 6415 PF Flywheel shaft, Material ✓ Identification Mark ✓  
Thrust shaft, Material S Identification Mark LR 6459 W.G.M. Intermediate shafts, Material S Identification Marks LR 6459 W.G.  
Tube shaft, Material ✓ Identification Mark ✓ Screw shaft, Material S Identification Mark LR 6459 W.G.

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

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with

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

Is this machinery duplicate of a previous case

yes

If so, state name of vessel

M/S 'Requie' Lion Ent Regt 2030

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

These Engines have been built under Special Survey in accordance with the approved plan & the workmanship & materials are of good quality. They have been fitted on the plate & found satisfactory. Like now with the Boilers been shipped to Newcastle for fitting on board. The Machinery when fitted on board, tried under working conditions & found satisfactory, will in my opinion be eligible for the record of L.M.C. (Notation of Donkey Boiler 180°) with date

These Engines have now been satisfactorily fitted on board and tried under working conditions

at date

Newcastle on 27/5/37.

The amount of Entry Fee £ 6 : - :  
Due Newcastle 4/5 1/4 £ 92 : 12 :  
Donkey Boiler Fee ... £ 20 : - 0 :  
at Newcastle  
Travelling Expenses (if any) £ 8 : 8 :  
When applied for, 10th MARCH 1937  
When received, as per London entries 6th APR 1937

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

Committee's Minute GLASGOW 16 MAR 1937

Assigned *D. Perred.*

TUE 1 JUN 1937

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GLASGOW

Certificate (if required) to be sent to  
(The Surveyors are requested not to write on or below the space for Committee's Minute.)