

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 20328.

17 MAR 1937

Date of writing Report 22. 2. 37 When handed in at Local Office 12th MARCH 1937 Port of Greenock
 No. in Survey held at Greenock Date, First Survey 9th JUNE 1936 Last Survey 10. 3 1937
 Reg. Book. Single on the Deck Triple Quadruple Screw vessel S Regent Panther Number of Visits 58
 Built at Newcastle By whom built Swan Hunter & Graham Richardson Yard No. 1523 When built 1937
 Engines made at Greenock By whom made John Wainwright & 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 Bauring & 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 (B type) 2 or 4 stroke cycle 4 Single 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 Crank pin dia. 530 mm Crank Webs Mid. length breadth Thickness parallel to axis 326 mm
as fitted 530 mm shrunk Thickness around eyehole 225 mm
 Crank wheel Shaft, diameter as per Rule 440 mm Intermediate Shafts, diameter as per Rule 32 Thrust Shaft, diameter at collars as per Rule 1386
as fitted 530 mm as fitted 24 as fitted 24
 Tube Shaft, diameter as per Rule Screw Shaft, diameter as per Rule 14.62 Is the { tube screw } shaft fitted with a continuous liner Yes
as fitted as fitted 24
 Bronze Liners, thickness in way of bushes as per Rule 1.45 Thickness between bushes as per Rule 1.625 Is the after end of the liner made watertight in the
as fitted 1 1/16 as fitted 1 1/16 propeller boss

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 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 detached Yes Means of lubrication
oil Thickness of cylinder liners 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 water line, what means are arranged to prevent water from being syphoned back to the engine —

Cooling Water Pumps, No. 2 Is the sea suction provided with an efficient strainer which can be cleared within the vessel

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 2 (one 8" x 9" x 10) (one 4" x 8" x 8) How driven Steam

Ballast Pumps, No. and size one 8" x 9" x 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 Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
 pumps, No. and size:—In Machinery Spaces

In Holds, &c.

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

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Are the Bilge Suctions in the Machinery Spaces

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

Are all Sea Connections fitted direct on the skin of the ship 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 Are the Overboard Discharges above or below the deep water line

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow-Off Cocks fitted with a spigot and brass covering plate

What pipes pass through the bunkers How are they protected

What pipes pass through the deep tanks Have they been tested as per Rule

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

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On 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. 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

Exhausting 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 Manually

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 —

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 31/32" 1 1/4"

Seamless, lap welded or riveted longitudinal joint Riveted Material S Range of tensile strength 28-32 Working pressure by Rules 26 1/4"

IS A DONKEY BOILER FITTED?

yes
yes

If so, is a report now forwarded?

yes
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
couple of steam L.R. 6459 W.G.M. 2.3.37 - one
one from 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 - (1934) 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. (1934) 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.

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 Reginald Lion 2nd Rpt 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 & material are of good quality. They have been fitted on the boiler & found satisfactory. The boiler has 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

A. Watt

Newcastle on June 27/5/37.

The amount of Entry Fee

Due Newcastle

Donkey Boiler Fee

Travelling Expenses (if any)

When applied for,

10th MARCH 1937

When received, as per

6th APR 1937

Committee's Minute GLASGOW 16 MAR 1937

Assigned Deferred

W. E. Gordon-Mitchell

Engineer Surveyor to Lloyd's Register of Shipping.

TUE 1 JUN 1937

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