

REPORT ON OIL ENGINE MACHINERY.

No 22028.

14 OCT 1942

Received at London Office

of writing Report 6th OCT. 1942. When handed in at Local Office 12th OCT. 1942. Port of GREENOCK

in Survey held at GREENOCK

Date, First Survey 5th SEPTEMBER 1941. Last Survey 1st OCTOBER 1942

Book.

Number of Visits 44.

20 on the ^{Single} ~~Triple~~ Screw vessel"NASSA"Tons Gross 3100
Net 4750

at GLASGOW

By whom built BLYTHSWOOD SHIP³ CO L^{TD} Yard No. 68 When built 1942

ines made at GREENOCK

By whom made JOHN G. KINCAID, CO L^{TD} Engine No. 1137 When made 1942

key Boilers made at GREENOCK

By whom made JOHN G. KINCAID, CO L^{TD} Boiler No. 1137 When made 1942

ke Horse Power

3600 max 3000 norm Owners ANGLO SAXON PETROLEUM CO L^{TD} Port belonging to LONDON

Horse Power as per Rule 502.

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted Yes

for which vessel is intended

GREEN GOING OIL TANKER

ENGINES, &c. Type of Engine KINCAID'S B.W. under piston super charge 2 or 4 stroke cycle 4 Single or double acting SINGLE

in pressure in cylinders 600 lb/sq. in. 25 1/8 55 1/8

dicated Pressure 118 lb/sq. in. Diameter of cylinders 650% Length of stroke 1400% No. of cylinders 8. No. of cranks 8.

bearings, adjacent to the Crank, measured from inner edge to inner edge 844% Is there a bearing between each crank Yes

ous per minute 120 MAX 114 Normal Flywheel dia. 2218% Weight 2.19 tons Means of ignition Compression Kind of fuel used Diesel Oil

Solid forged as per Rule 460% Crank pin dia. 460% Crank Webs Mid. length breadth 750% Thickness parallel to axis 290%
Semi built dia. of journals as fitted 460% Mid. length thickness 267% Thickness around eyehole 245%
All built

el Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted 21" Thrust Shaft, diameter at collars as per Rule as fitted 18 1/4"

shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted 18" Is the shaft fitted with a continuous liner Yes

Liners, thickness in way of bushes as per Rule as fitted .731" Thickness between bushes as per Rule as fitted .546" Is the after end of the liner made watertight in the

boss Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

ner 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

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

No If so, state type Length of Bearing in Stern Bush next to and supporting propeller 5'-0"

er, dia. 15'-0" Pitch 12'-0" No. of blades 4 Material M.B. whether Movable No Total Developed Surface 72 sq. feet

l of reversing Engines Comp. air Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication

ed Thickness of cylinder liners 40% Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with

ducting 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

g Water Pumps, No. Two steam, stand by Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Pumps worked from the Main Engines, No. Two Diameter Rotary Stroke 32" Can one be overhauled while the other is at work Yes

connected to the Main Bilge Line No. and Size One 32" How driven Main engine Steam

ooling water led to the bilges No If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping

nents One 40 tons/hr Main eng. One steam 8" x 8" x 10"

t Pumps, No. and size One 85 ton Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size One steam 8" x 8" x 10"

independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

No. and size:—In Machinery Spaces 3 @ 3 1/2" In Pump Room

s, &c. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size Two @ 6"

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

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

Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Yes

fired 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 Below

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

pes pass through the bunkers None How are they protected

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

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

rrangement 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

ment to another Yes Is the Shaft Tunnel watertight None Is it fitted with a watertight door worked from

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

Air Compressors, No. One No. of stages Two Diameters 120 cu ft/hr Stroke Driven by Steam

Auxiliary Air Compressors, No. One No. of stages Two Diameters 90 cu ft/hr Stroke Driven by Diesel engine

Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

provision is made for first Charging the Air Receivers Steam compressor

nging Air Pumps, No. Diameter Stroke Driven by

ary Engines crank shafts, diameter as per Rule as fitted See attached Certificate No. Two 15" Steam & 1 Diesel

the Auxiliary Engines been constructed under special survey Yes Position Engine Platform

Is a report sent herewith PUSTAN & HORNBY ENG'N 212366

CEN. N. C 742 (HOTT)

005082-005088-0162

AIR RECEIVERS: — Have they been made under survey *Yes* State No. of Report or Certificate
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*
Injection 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*
Starting Air Receivers, No. *One* Total cubic capacity *500 cu ft* Internal diameter *6'-0 3/16"* thickness *3/32"*
Seamless, lap welded or riveted longitudinal joint Material *S* Range of tensile strength *28/32 ton* Working pressure *by Rules*
IS A DONKEY BOILER FITTED? *Yes* If so, is a report now forwarded? *Yes*
Is the donkey boiler intended to be used for domestic purposes only *No*
PLANS. Are approved plans forwarded herewith for Shafting *27-1-41* Receivers *31-1-41* Separate Fuel Tanks *✓*
(If not, state date of approval)
Donkey Boiler *27-1-41* General Pumping Arrangements *22-4-41* Pumping Arrangements in Machinery Space *22-4-41*
Oil Fuel Burning Arrangements *31-5-42*

SPARE GEAR.

Has the spare gear required by the Rules been supplied *Yes*

State the principal additional spare gear supplied

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

McCart Director.

Manufacturer.

Dates of Survey while building
During progress of work in shops -- (1941) SEPT. 5-9-10-15-22-23 OCT. 3-22-23-28-30-31 NOV. 6-7-10-13-17-20-24-27 DEC. 3-4-5-10-12-15-17-19-24-26-30
During erection on board vessel -- 7-8-12-20-23-28-29 FEB. 6-16-18 MAR. 2-9 APRIL 6 MAY 13-20-21-28 JUNE 3-4-8-10-12-15-17-25-30 JULY 20-21-22-27-29
Total No. of visits *44*

Dates of Examination of principal parts—Cylinders *17-12-41-5-42* Covers *17-12-42-5-42* Pistons *24-12-41* Rods *13-5-42* Connecting rods *13-5-42*
Crank shaft *13-5-42* Flywheel shaft *✓* Thrust shaft *13-5-42* Intermediate shafts *13-5-42* Tube shaft *✓*
Screw shaft *7-11-41* Propeller *13-5-42* Stern tube *7-11-41* Engine seatings *3-6-42* Engines holding down bolts *22-7-42*
Completion of fitting sea connections *26-5-42 (45)* Completion of pumping arrangements *29-9-42* Engines tried under working conditions *29-9-42*
Crank shaft, Material *S.* Identification Mark *LP 10580 CNH* Flywheel shaft, Material *✓* Identification Mark *✓*
Thrust shaft, Material *S.* Identification Mark *LP 10580 CNH* Intermediate shafts, Material *S* Identification Marks *LP 10580*
Tube shaft, Material *✓* Identification Mark *✓* Screw shaft, Material *S.* Identification Mark *LP 10580*
Identification Marks on Air Receivers *LL0405*
N° 1811
584 LL
NP. 356
CNH. 7-11-41

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*
Description of fire extinguishing apparatus fitted *Steam in ERBR.*
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *Oil Tanker* If so, have the requirements of the Rules been complied with *Yes*
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 *✓* If so, state name of vessel *—*

General Remarks (State quality of workmanship, opinions as to class, &c.)
This engine & boiler has been built under special survey in accordance with the Rules & approved plans. The materials & workmanship are of the highest quality. The have been efficiently installed in the vessel & tested under working conditions on a short sea trial.
This machinery is eligible in my opinion to be classed in the Society's Register Book with Record
+ LMC 10-42 & Notation: Screw shaft CL. One DB 180 lbs

Surveying certificate for this engine being common to K143 to follow will be forwarded on completion of that engine.

The amount of Entry Fee .. £ 6 : 0 :
Special ... £ 100 : 3 :
Donkey Boiler Fee ... £ 23 : 6 :
AIR RECEIVER *4 4*
Travelling Expenses (if any) £ : :
When applied for, *12th OCT. 1942*
When received, *19*

Committee's Minute **GLASGOW 13 OCT 1942**

Assigned *-1- LMC 10.42*
DB 180 lb.

Charles J. Hunter
Engineer Surveyor to Lloyd's Register of Shippers



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