

REPORT ON OIL ENGINE MACHINERY.

No. 20298.

Date of writing Report 14. 11. 36 When handed in at Local Office 31st DECEMBER 1936 Port of Greenock
No. in Survey held at Greenock Date, First Survey 4th FEBRUARY 1936 Last Survey 29th DECEMBER 1936
Reg. Book. Greenock Number of Visits 43
on the Single Triple Quadruple Screw vessel M/S "San Basimiro" Tons { Gross 8046
Net 4731
Built at Greenock By whom built Blythwood SBC Co. Ltd. Yard No. 43 When built 1936
Engines made at Greenock By whom made John & Macleod, Ltd. Engine No. 1799 When made 1936
Donkey Boilers made at ditto By whom made ditto Boiler No. 1796 When made 1936
Brake Horse Power 2800 Owners Eagle Oil Shipping Co. Ltd. Port belonging to London
Nom. Horse Power as per Rule 503 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
Trade for which vessel is intended Foreign

IL ENGINES, &c. Type of Engines Diesel Solid Injection under Pressure or 4 stroke cycle 4 Single or double acting Single
Maximum pressure in cylinders 600 Diameter of cylinders 650 mm Length of stroke 1400 mm No. of cylinders 8 No. of cranks 8
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 844 mm Is there a bearing between each crank Yes
Revolutions per minute 112 Flywheel dia. 2219 mm Weight 2.9 tons Means of ignition Compression Kind of fuel used Diesel
Crank Shaft, dia. of journals as per Rule 436 mm as fitted 460 mm Crank pin dia. 460 mm Crank Webs Mid. length breadth shrunk Thickness parallel to axis 264 mm Thickness around eye hole 205 mm
Flywheel Shaft, diameter as per Rule 436 mm as fitted 18 1/4 Intermediate Shafts, diameter as per Rule 12.18 as fitted 2.1 Thrust Shaft, diameter at collars as per Rule 12.8 as fitted 18 1/4
Tube Shaft, diameter as per Rule 13.5 as fitted 18 Is the tube shaft fitted with a continuous liner Yes
Bronze Liners, thickness in way of bushes as per Rule 1/8 as fitted 1/8 Thickness between bushes as per rule 11/16 as fitted 11/16 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
haft No If so, state type Yes Length of Bearing in Stern Bush next to and supporting propeller 5' 0"
Propeller, dia. 15.9 Pitch 11.3 No. of blades 4 Material Brass whether Moveable No Total Developed Surface 83 sq. feet
Method of reversing Engines Air Is a governor or other arrangement fitted to prevent racing of the engine when decelerated Yes Means of lubrication Forced
Thickness of cylinder liners 40.5 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 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. 2 Diameter Rotary Stroke 3 1/2 Can one be overhauled while the other is at work Yes
Pumps connected to the Main Bilge Line { No. and Size 3 (2 at 3 1/2" & 1 at 5") } one 8" x 8" x 10"
How driven Main Engine Auxiliary Steam Engine
Ballast Pumps, No. and size None Lubricating Oil Pumps, including Spare Pump, No. and size Two (one 40 tons) one 8" x 8" x 10"
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"
in Holds, &c. 2 at 2 1/2" Tunks 2 8" in each Pump Rooms 4 3" Cofferdam 2 3"
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size Two 6"
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
d 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 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
That pipes pass through the bunkers None How are they protected —
That 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 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 How fitted if fitted with a watertight door — worked from —
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 2 DA Diameters 5' 11" Stroke 4" Driven by Steam Engine
Auxiliary Air Compressors, No. — No. of stages — Diameters — Stroke — Driven by —
Small Auxiliary Air Compressors, No. — No. of stages — Diameters — Stroke — Driven by —
Scavenging Air Pumps, No. — Diameter — Stroke — Driven by —
Auxiliary Engines crank shafts, diameter as per Rule — as fitted —

R 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 Manhole
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 —
Unless, lap welded or riveted longitudinal joint — Material — Range of tensile strength — Working pressure by Rules —
Starting Air Receivers, No. 2 Total cubic capacity 800 CF Internal diameter 5' 10 1/4" thickness 15/16"
Unless, lap welded or riveted longitudinal joint TR & DBS Material S Range of tensile strength 29.33 Working pressure by Rules 357

W1138-0095

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 Boiler

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

one Propeller Shaft with bottom line complete
• stamped LR 6255 WGM. 14. 12. 36
also one cast Iron Propeller & Glander heads
• Lums complete

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

Director.

Manufacturer.

Dates of Survey while building
During progress of work in shops - - (1936) Feb. 4-6-11-14-19-26 MAR. 5-11-17-24 APRIL 1-8-22 MAY 2-14-22-28 JUNE 1-9-11-15-26-29 JULY 23-24-28-31 AUG. 4-6-10-14-17-20-22-24 SEPT. 1-3-4-9-18-22-23-24-25 OCT. 1-2-5-9-12-21-24-28-29-30 NOV. 2-4-13-16-23-30 DEC. 4-9-11-14-16-18-21-22-24-26-28-29
Total No. of visits 43.

Dates of Examination of principal parts—Cylinders 24-8-36 Covers 1-9-36 Pistons 21-11-36 Rods 21-11-36 Connecting rods 21-11-36

Crank shaft 24-7-36 Flywheel shaft 11-12-36 Thrust shaft 11-12-36 Intermediate shafts 11-12-36 Tube shaft 11-12-36

Screw shaft 11-12-36 Propeller 11-12-36 Stern tube 21-10-36 Engine seatings 21-12-36 Engines holding down bolts 4-12-36

Completion of fitting sea connections 21-12-36 Completion of pumping arrangements 4-12-36 Engines tried under working conditions 30-12-36

Crank shaft, Material S Identification Mark LR 6255 WGM Flywheel shaft, Material S Identification Mark LR 6255 WGM

Thrust shaft, Material S Identification Mark LR 6255 WGM Intermediate shafts, Material S Identification Marks LR 6255 WGM

Tube shaft, Material S Identification Mark LR 6255 WGM Screw shaft, Material S Identification Mark LR 6255 WGM

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 Yes If so, have the requirements of the Rules been complied with Yes

Is this machinery duplicate of a previous case Yes If so, state name of vessel SS San Colorado 20240

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

These Engines & Boiler have been built under Special Survey in accordance with the approved plans & the workmanship & material are of good quality. They have now been securely fitted on board, tried under working conditions & found satisfactory.

The Machinery is eligible in my opinion for the record of L M C 12. 36 (Notation of Donkey Boiler 180th)

The amount of Entry Fee ... £ 6 : - : When applied for,

Special ... £ 100 : 3 : 30th DEC. 1936

Donkey Boiler Fee ... £ 16 : 12 : When received,

£ 8 : 8 : 6. 1. 1937

Committee's Minute GLASGOW 6-JAN 1937

Assigned

+ L M C 12. 36

DB-180th.

Gordon Sinclair
Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation