

REPORT ON OIL ENGINE MACHINERY.

No. 19219

Date of writing Report 1.7.30 When handed in at Local Office 25.7.30 Port of Greenock Received at London Office 30 JUL 1930
 No. in Survey held at Greenock Date, First Survey 18th November 1929 Last Survey 24.4.1930
 Reg. Book. Greenock Number of Visits 91
 on the Single Twin Triple Four Screw vessel M/S "Athelmersey" Tons Gross 8940.98 Net 5240.91
 Built at Greenock By whom built W. & A. D. Brown & Co. Ltd. Yard No. 413 When built 1930
 Engines made at Greenock By whom made John & T. Russell & Co. Ltd. Engine No. 1155 When made 1930
 Boilers made at Greenock By whom made John & T. Russell & Co. Ltd. Boiler No. 1155 When made 1930
 Brake Horse Power 3200 Owners United M. & S. Co. Ltd. Port belonging to Liverpool
 Nom. Horse Power as per Rule 709 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which vessel is intended Foreign

L ENGINES, &c.—Type of Engines Burnmaster (2 Stk) 4 stroke cycle H Single Double acting Single
 Maximum pressure in cylinders 500 Diameter of cylinders 630 mm Length of stroke 1300 mm No. of cylinders 12 No. of cranks 12
 Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 892 mm Is there a bearing between each crank Yes
 Revolutions per minute 110 Flywheel dia. 2620 mm Weight 13,150 kg Means of ignition Compression Kind of fuel used Distill
 Crank Shaft, dia. of journals as per Rule 403.3 mm as fitted 415 mm Crank pin dia. 415 mm Crank Webs Mid. length breadth 11.26" Mid. length thickness 11.34" Thrust Shaft, diameter at collars as per Rule 11.8" as fitted 12.5/8"
 Flywheel Shaft, diameter as per Rule 11.8" as fitted 12.5/8" Intermediate Shafts, diameter as per Rule 11.26" as fitted 11.34" Thrust Shaft, diameter at collars as per Rule 11.8" as fitted 12.5/8"
 Tube Shaft, diameter as per Rule 11.8" as fitted 12.5/8" Screw Shaft, diameter as per Rule 12.38" as fitted 13" Is the tube screw shaft fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes as per Rule 6.5" as fitted 3/4" Thickness between bushes as per rule 5.6" as fitted 5.7/8" 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 —
 If so, state type — Length of Bearing in Stern Bush next to and supporting propeller 52"
 Propeller, dia. 3.3' Pitch 11-0" No. of blades 4 Material Brass whether Moveable No Total Developed Surface 524 sq. feet
 Method of reversing Engines Aut. Is a governor — fitted to prevent racing of the engine when disengaged Yes Means of lubrication Oil
 Thickness of cylinder liners 26/46 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 —
 Cooling Water Pumps, No. 3 (one 6" dia) 2-10x8" 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. — Diameter — Stroke — Can one be overhauled while the other is at work —
 Pumps connected to the Main Bilge Line { No. and Size 2-8x9x10" 4x7x12x9" How driven Steam
 Elast Pumps, No. and size one 8x9x10" Lubricating Oil Pumps, including Spare Pump, No. and size 3 (one 6" dia) 2-7x8"
 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 2. 3/4" 2-3" 2. 2" For hold. 2. 2" Pump Room 2-3"
 Up Tanks 2-10" in each 2. 5/2"
 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2. 5/2"
 Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes 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 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 below
 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
 Are all pipes pass through the bunkers — How are they protected —
 Are all 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 None Is it fitted with a watertight door — worked from —
 In wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork —

Air Compressors, No. 2 No. of stages 3 Diameter 640-540-120 mm Stroke 480 mm Driven by Steam Engines
Auxiliary Air Compressors, No. one No. of stages 3 Diameter 450-350-82 mm Stroke 260 mm Driven by Steam
All Auxiliary Air Compressors, No. — No. of stages — Diameters — Stroke — Driven by —
Revolving 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 Manholes
 Is there a drain arrangement fitted at the lowest part of each receiver Yes
High Pressure Air Receivers, No. 4 Cubic capacity of each 150 Liters Internal diameter 12" thickness 1/2"
 Seamless, lap welded or riveted longitudinal joint Seamless Material S Range of tensile strength 29.33 Working pressure by Rules 100 lbs
Working Air Receivers, No. 2 Total cubic capacity 1300 CF Internal diameter 6-4 1/16" thickness 1 1/16 + 1 1/32"
 Seamless, lap welded or riveted longitudinal joint Riveted Material S Range of tensile strength 28.32 Working pressure by Rules 256

IS A Donkey BOILER FITTED? Yes If so, is a report now forwarded? Yes
 PLANS. Are approved plans forwarded herewith for Shafting Yes Receivers Yes Separate Tanks Yes
Donkey Boilers Yes General Pumping Arrangements Yes Oil Fuel Burning Arrangements Yes

SPARE GEAR as per Rule supplied
 Principal additional spare gear. Propeller shaft & Gunder head complete with liners. Satisfactory one Piston Rod complete. 6 Stud Links

The foregoing is a correct description,

For JOHN G. KINCAID & CO. LTD.

W. Carter Director. Manufacturer.

Dates of Survey while building
 During progress of work in shops - (1929) Nov. 18, 21, 26, 29, Dec. 2, 6, 9, 11, 12, 13, 14, 19, 21, 26, 31 (1930) Jan. 8, 13, 14, 22, 28, Feb. 3, 11, 26, 27, Mar. 3, 5, 6, 7, 10, 12, 13, 14, 18, 20, 21, 26, Apr. 3, 8, 9, 10, 11, 14, 15, 18, 21, 22, 25
 During erection on board vessel - 21, 25, 28, 29, 30, May 1, 2, 5, 8, 9, 12, 13, 14, 15, 16, 19, 20, 21, 23, 26, 27, 30, June 2, 4, 5, 6, 9, 11, 12, 13, 18, 19, 23, July 1, 18, 23, 24
 Total No. of visits 91.

Dates of Examination of principal parts
 Cylinders 21, 4, 30 Covers 12, 3, 30 Pistons 9, 4, 30 Rods 30, 5, 30 Connecting rods 30, 5, 30
 Crank shaft 30, 5, 30 Flywheel shaft 6, 5, 30 Thrust shaft 6, 5, 30 Intermediate shafts 6, 5, 30 Tube shaft
 Screw shaft 6, 5, 30 Propeller 6, 5, 30 Stern tube 5, 5, 30 Engine seatings 5, 5, 30 Engines holding down bolts 23, 6, 30
 Completion of fitting sea connections 8, 5, 30 Completion of pumping arrangements 23, 7, 30 Engines tried under working conditions 24, 7, 30
 Crank shaft, Material S Identification Mark L.R. 155 W.G.M. Flywheel shaft, Material S Identification Mark L.R. P. 1816 S. 3208
 Thrust shaft, Material S Identification Mark L.R. P. 351 S. 3209 W.G.M. Intermediate shafts, Material S Identification Marks L.R. P. 2816 S. 3208
 Tube shaft, Material ✓ Identification Mark Screw shaft, Material S Identification Mark L.R. P. 1396 S. 2410 W.

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 M/S "A. K. T. Templar" No. 17205-4

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

These Engines, Boilers 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. 7-30 (Notation of Donkey Boilers 180%)

It is submitted that
 this vessel is eligible for
 THE RECORD.

+ L.M.C. 7.30
 Oil Engines 45 C.S.A. 124 C-L.
 2 D.B. - 180 lb. 24 $\frac{13}{16}$ - 51 $\frac{3}{16}$ 709 N.H.

31/7/30

The amount of Entry Fee ... £ 6 : - : When applied for,
 Special ... £ 110 : 9 : 24th July 1930
Donkey Boiler Fee ... £ 25 : 3 : When received,
Oil Engines (if any) £ 8 : 8 : 24th July 1930

Committee's Minute GLASGOW 29 JUL 1930

Assigned + L.M.C. 7.30

CERTIFICATE WRITTEN.

2 D.B. - 180 lb.

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



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