

REPORT ON OIL ENGINE MACHINERY.

No. 13193
FEB 1928

Received at London Office

Date of writing Report 30. 1. 28 When handed in at Local Office 30. 1. 28 Port of MIDDLESBROUGH.
 No. in Survey held at Haverton Hill & Tee. Date, First Survey 10. 11. 1927 Last Survey 28. 1. 1928.
 Reg. Book. 39794 ^{Sup.} ^{Single} ^{Twin} ^{Triple} Screw vessel, "ATHELQUEEN"
 Master Built at Haverton Hill By whom built Furness S.D. Co. Yard No. 117. When built 1928.
 Engines made at Greenock By whom made John G. Kincaid & Co. Engine No. K. 21 When made 1927.
 Donkey Boilers made at do. By whom made do. Boiler No. K. 21 When made 1927.
 Brake Horse Power 3200. Owners British Molasses 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 4.

OIL ENGINES, &c.—Type of Engines Burmeister & Wain 2 or 4 stroke cycle 4. Single or double acting Single
 Maximum pressure in cylinders No. of cylinders No. of cranks Diameter of cylinders
 Length of stroke Revolutions per minute Means of ignition Kind of fuel used
 Is there a bearing between each crank Span of bearings (Page 92, Section 2, par. 7 of Rules)
 Distance between centres of main bearings Is a flywheel fitted Diameter of crank shaft journal as per Rule as fitted
 Diameter of crank pins Breadth of crank web as per Rule as fitted Thickness of ditto as per Rule as fitted
 Diameter of flywheel shaft as per Rule as fitted Diameter of tunnel shaft as per Rule as fitted Diameter of thrust shaft as per Rule as fitted
 Diameter of screw shaft as per Rule as fitted Is the screw shaft fitted with a continuous liner the whole length of the stern tube
 Is the after end of the liner made watertight in the propeller boss If the liner is in more than one length are the joints burned
 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 If without liners, is the shaft arranged to run in oil
 Type of outer gland fitted to stern tube See Length of stern bush Diameter of propeller
 Pitch of propeller No. of blades state whether moveable Total surface square feet
 Method of reversing Is a governor or other arrangement fitted to prevent racing of the engine when declutched Thickness of cylinder liners
 Are the cylinders fitted with safety valves Means of lubrication Are the exhaust pipes and silencers water cooled or lagged with non-conducting material
 If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine
 No. of cooling water pumps Is the sea suction provided with an efficient strainer which can be cleared within the vessel
 No. of bilge pumps fitted to the main engines Diameter of ditto Stroke
 Can one be overhauled while the other is at work No. of auxiliary pumps connected to the main bilge lines Two How driven Steam
 Sizes of pumps 8" x 9" x 10" 7" x 7½" x 9" No. and sizes of suctions connected to both main bilge pumps and auxiliary bilge pumps:—In engine room 3-3½" x 3-2½"
 and in holds, etc. No. of ballast pumps 1 How driven Steam Sizes of pumps 8" x 9" x 10"
 Is the ballast pump fitted with a direct suction from the engine room bilges 4½ State size 5½" Is a separate auxiliary pump suction fitted in Engine Room and size 4½ 1-5½"
 Are all the bilge suction pipes fitted with roses mud line & straight tail pipe. Are the roses in Engine Room always accessible
 Are the sluices on Engine Room bulkheads always accessible Are all connections with the sea direct on the skin of the ship 4½
 Are they valves or cocks Both Are they fixed sufficiently high on the ship's side to be seen without lifting the floor plates 4½
 Are the discharge pipes above or below the deep water line above Are they each fitted with a discharge valve always accessible on the plating of the vessel 4½
 Are all pipes, cocks, valves and pumps in connection with the machinery accessible at all times 4½ Are the bilge suction pipes, cocks and valves arranged so as to prevent any communication between the sea and the bilges 4½ Is the screw shaft tunnel watertight Is it fitted with a watertight door
 worked from If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork
 No. of main air compressors No. of stages Diameters Stroke Driven by
 No. of auxiliary air compressors No. of stages Diameters Stroke Driven by
 No. of small auxiliary air compressors No. of stages Diameters Stroke Driven by
 No. of scavenging air pumps Diameter Stroke Driven by
 Diameter of auxiliary Diesel Engine crank shafts as per Rule as fitted Are the air compressors and their coolers made so as to be easy of access
 IR RECEIVERS:—No. of high pressure air receivers Internal diameter Cubic capacity of each
 Material Seamless, lap welded or riveted longitudinal joint Range of tensile strength
 Thickness working pressure by Rules No. of starting air receivers Internal diameter
 Total cubic capacity See Material Seamless, lap welded or riveted longitudinal joint
 Range of tensile strength thickness Working pressure by rules Is each receiver which can be isolated,
 fitted with a safety valve as per Rule Can the internal surfaces of the receivers be examined What means are provided for cleaning their
 inner surfaces Is there a drain arrangement fitted at the lowest part of each receiver

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

HYDRAULIC TESTS:—

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS					
" " COVERS					
" " JACKETS.....					
" " PISTON WATER PASSAGES.....					
MAIN COMPRESSORS—1st STAGE.....					
" 2nd "					
" 3rd "					
AIR RECEIVERS—STARTING					
" INJECTION					
AIR PIPES					
FUEL PIPES					
FUEL PUMPS					
SILENCER					
" WATER JACKET					
SEPARATE FUEL TANKS					

Greenock Report

PLANS. Are approved plans forwarded herewith for shafting (If not, state date of approval)

Receivers

Separate Tanks

SPARE GEAR

list herewith.

As per Rules + 1 Tail shaft and details as per full

The foregoing is a correct description,

Manufacturer.

1927
 Dates of Survey while building { During progress of work in shops - Nov 10-23-28 Dec 5-9-16-29 Jan 9-16-29-23-26-28
 { During erection on board vessel - - -
 Total No. of visits 13.

Dates of Examination of principal parts—Cylinders Covers Pistons Rods Connecting rods
 Crank shaft Thrust shaft Tunnel shafts Screw shaft Propeller Stern tube Engine sealings
 Engines holding down bolts 9. 1. 17 Completion of pumping arrangements 24. 1. 27. Engines tried under working conditions 28. 1. 28.
 Completion of fitting sea connections 10. 11. 27. Stern tube S. 10. 11. 27 P. 5. 12. 27 Screw shaft and propeller S. 10. 11. 17 P. 5. 12. 27
 Material of crank shaft Identification Mark on Do. Material of thrust shaft Identification Mark on Do.
 Material of tunnel shafts Identification Marks on Do. Material of screw shafts Identification Marks on Do.
 Is the flash point of the oil to be used over 150° F.
 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 machinery has been securely fitted aboard and tested under working conditions with satisfactory results and is, in my opinion, eligible for classification with record + L.M.C. 1.28.*

The amount of Entry Fee ... £ See : When applied for,
 Special ... £ Greenock : 19.
 Donkey Boiler Fee ... £ Repair : When received,
 Travelling Expenses (if any) £ : 19.

Committee's Minute

TUES. 21 FEB 1928

Assigned

+ L.M.C. 1:28 Oil Engines

CL. 25B. 1806

M. Han.

Engineer Surveyor to Lloyd's Register of Shipping.



© 2020

Lloyd's Register Foundation

THK
 CLEAR
 DO.
 DBLG.
 " Long
 POOP S
 SHORT
 FORECA

Upper
 String
 Second
 String

FRAME
 REVER

LOWER
 Bows
 Top
 R
 Sail

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

Rpt. 4
 Date of work
 No. in Reg. Book
 39794
 Built at
 Engines
 Donkey
 Brake
 Nom. H.P.
 OIL EN
 Maximum
 Span of beam
 Revolutions
 Crank Sh
 Flywheel
 Tube Sha
 Bronze L
 propeller ho
 If the liner
 If two line
 end of the
 Propeller
 Method of
 Force
 non-conduct
 Cooling W
 Bilge Pum
 Pumps con
 Ballast P
 Two im
 Pumps, No
 Holds, d
 independ
 re all the
 d from ca
 re all Sea
 re they fir
 re they ca
 That pip
 That pip
 re all Pip
 the arra
 comparin
 a wood
 Main Air
 Auxiliary
 Main Air
 Auxiliary
 R. R.
 in the int
 there a
 gh Pre
 unless, le
 arting
 unless, le