

Newcastle-on-Tyne 94861

REPORT ON OIL ENGINE MACHINERY.

No. 20300.

20 JAN 1937

Received at London Office
19. 12. 36 When handed in at Local Office 15th JANUARY 1937. Port of Greenock
Date, First Survey 3rd June 1936. Last Survey 12th January 1937
Number of Visits 50To, in Survey held at Greenock
on the Single Triple Quadruple Screw vessel
m/s "Regent Lion"
Tons Gross 9551
Net 5794Built at Greenock
Engines made at Greenock
Donkey Boilers made at ditto
Brake Horse Power 3100
Nom. Horse Power as per Rule 846
Trade for which vessel is intended Towage
By whom built S. & W. Hunter & Co. Ltd. Yard No. 1521 When built 1937
By whom made John & Richard & Co. Ltd. Engine No. 1104 When made 1937
By whom made ditto Boiler No. 1104 When made 1937
Owners CT Bourne & Co. Managers Port belonging to London
Is Refrigerating Machinery fitted for cargo purposes - Is Electric Light fitted -Type of Engines Diesel Solid Injection (B & W Type) 4 stroke cycle + Single or double acting Single
Maximum pressure in cylinders 600 lb Diameter of cylinders 9 1/4" Length of stroke 1500" No. of cylinders 10 No. of cranks 10
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 100 1/4" Is there a bearing between each crank Yes
Revolutions per minute 95 Crank pin dia. 530" Weight 2660 Means of ignition Compression Kind of fuel used Diesel
Crank Shaft, dia. of journals 440" Crank pin dia. 530" Crank Webs shrunk Thickness parallel to axis 326"
Intermediate Shafts, diameter 440" as per Rule 3.2 Thrust Shaft, diameter at collars 24" as per Rule 13.86
Screw Shaft, diameter 440" as per Rule 14.62 Is the tube shaft fitted with a continuous liner Yes
Tube Shaft, diameter 440" as per Rule 14.62 as fitted 24" Is the after end of the liner made watertight in theBronze Liners, thickness in way of bushes 1 1/16" as per Rule 1.75 as fitted 1 1/16" Thickness between bushes 1 1/16" as per Rule 1.75 as fitted 1 1/16"
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 -
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 Yes Means of lubrication Forced
Thickness of cylinder liners 53 1/4" Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with Tunnel
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. 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" Stroke 8" Can one be overhauled while the other is at work -
Pumps connected to the Main Bilge Line { No. and Size 2 one 6" x 9" x 10" one 4" x 8" x 8"
How driven SteamBallast 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 BilgePumps, No. and size:—In Machinery Spaces
In Holds, &c. -Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size - Are the Bilge Suctions in the Machinery Spaces -
Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes -
led 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 -If 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. None No. of stages - Diameters - Stroke - Driven by -
Auxiliary Air Compressors, No. Two No. of stages Two Diameters 4 3/4" x 1 1/2" Stroke 8 Driven by Steam Engine
Small Auxiliary Air Compressors, No. One No. of stages Two Diameters 2 3/8" x 5 3/4" Stroke 4 Driven by DieselScavenging Air Pumps, No. - Diameter - Stroke - Driven by -
Auxiliary Engines crank shafts, diameter - as per Rule - as fitted -AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes What means are provided for cleaning their inner surfaces Manholes
Can the internal surfaces of the receivers be examined Yes
Is there a drain arrangement fitted at the lowest part of each receiver YesHigh 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 -
Starting Air Receivers, No. 2 Total cubic capacity 1200 C/F Internal diameter 6.03 thickness 3.32
Seamless, lap welded or riveted longitudinal joint Riveted Material S Range of tensile strength 28.32 Working pressure by Rules 364

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IS A DONKEY BOILER FITTED?

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

Donkey Boilers

SPARE GEAR

Propeller shaft (C.H.) stamped LR 6404 WGM. 14-12-36
Cast Iron Propeller

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) June 3-9, July 15-28, Aug. 13-24, Sept. 9-16, 22-30, Oct. 16-24, 29, Nov. 2-4, 5-6, 9-10, 11-13, 14-16, 19-20, 23-24, 25-30, Dec. 2-4, 8-9, 10-11, 14-15, 17-18, 21-25
(During erection on board vessel - (1937) Jan. 5-4, 8-9, 11-12
Total No. of visits 50

Dates of Examination of principal parts—Cylinders 6-11-36 Covers 15-11-36 Pistons 2 12-36 Rods 23-11-36 Connecting rods 23-11-36
Crank shaft 18-11-36 Flywheel shaft Thrust shaft 23-11-36 Intermediate shafts 23-11-36 Tube shaft

Screw shaft 19 11-36 Propeller 2-11-36 Stern tube 12-11-36 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 6404 P.F. Flywheel shaft, Material Identification Mark
Thrust shaft, Material S Identification Mark LR 6404 WGM Intermediate shafts, Material S Identification Marks LR 6404 WGM

Tube shaft, Material Identification Mark Screw shaft, Material S Identification Mark LR 6404 J.H.B.

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 No If so, state name of vessel

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

These Engines have been built under Special Survey in accordance with the approved plans & the workmanship & material are of good quality. They have been fitted on the Brake of good satisfaction & have now with the Boilers been shipped to Newcastle for fitting on board. The Machinery when fitted on board, tried under working conditions of good satisfaction will in my opinion be eligible for the record of * L.M.C. (Notation of Donkey Boilers 180°) with date.

These Engines have been satisfactorily installed on the M/s REGENT LION, S.H.W.R.s yard No 1521.

A. Watt

Newcastle on 26/3/37.

The amount of Entry Fee ... £ 6-0-0 : When applied for, 4/5-12
Special 1/5-12 ... £ 92-12 : 5th JANUARY 1937
Donkey Boiler Fee ... £ 23-4 :
Air Reservoir ... £ 20-0 :
Travelling Expenses (if any) £ 8-8 : 8th JANUARY 1937

Committee's Minute GLASGOW 19 JAN 1937

Assigned Referred
(See NWC 94861)

W. G. Gordon-Mitchell

Engineer Surveyor to Lloyd's Register of Shipping.

FRI 2 APR 1937



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