

4b.

REPORT ON OIL ENGINE MACHINERY.

No. 18500.

Received at London Office

-3 MAR 1926

REMARKS.

Writing Report 20. 2. 1926 When handed in at Local Office 24. 2. 1926 Port of GreenockSurvey held at GreenockDate, First Survey 11th March 1925 Last Survey 24th Feb 1926Number of Visits 711 on the Single TSMV Java
Twin
TripleTons Gross 8845
Net 5225Built at Middlebrough By whom built Turner & Co Ltd Yard No. 86 When built 1926s made at Greenock By whom made John & Kneaid & Co Ltd Engine No. K9 When made 1926Boilers made at Greenock By whom made John & Kneaid & Co Ltd Boiler No. K9 When made 1926Horse Power 289.5 Owners A/S. T. Ludwig Morawinski Port belonging to BergenHorse Power as per Rule 409 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yesENGINES, &c.—Type of Engines Burnmaster & Train (2 sets) 2 or 4 stroke cycle 4 Single double acting singlepressure in cylinders 500 No. of cylinders 12 No. of cranks 12 Diameter of cylinders 630 mmstroke 1300 mm Revolutions per minute 100 Means of ignition Compression Kind of fuel used Dieselbearing between each crank yes Span of bearings (Page 92, Section 2, par. 7 of Rules) 892between centres of main bearings 1250 Is a flywheel fitted yes Diameter of crank shaft journals as per Rule 403.3 mm
as fitted 415 mmof crank pins 415 mm Breadth of crank webs as per Rule 650 mm
as fitted 650 mm Thickness of ditto as per Rule 240 mm
as fitted 240 mmof flywheel shaft as per Rule 415 mm Diameter of tunnel shaft as per Rule 11.26
as fitted 415 mm as fitted 11 3/4" Diameter of thrust shaft as per Rule 11.8
as fitted 12 3/8"of screw shaft as per Rule 12.386 Is the screw shaft fitted with a continuous liner the whole length of the stern tube yes
as fitted 13"er end of the liner made watertight in the propeller boss yes If the liner is in more than one length are the joints burned noer 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 noers are fitted, is the shaft lapped or protected between the liners yes If without liners, is the shaft arranged to run in oil nowater gland fitted to stern tube None Length of stern bush 52" Diameter of propeller 13.3"propeller 11-0" No. of blades 4 state whether moveable no Total surface 52 sq square feetreversing air Is a governor or other arrangement fitted to prevent racing of the engine when disengaged yes Thickness of cylinder liners 36-H mmcylinders fitted with safety valves yes Means of lubrication Forced Are the exhaust pipes and silencers water cooled or lagged withacting material yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine noNo. of cooling water pumps 2 Is the sea suction provided with an efficient strainer which can be clearedhe vessel yes No. of bilge pumps fitted to the main engines None Diameter of ditto no Stroke nobe overhauled while the other is at work no No. of auxiliary pumps connected to the main bilge lines 2 How driven Steamumps (9+8+12) (4+4+9) No. and sizes of suctions connected to both main bilge pumps and auxiliary bilge pumps:—In engine room yeslds, etc. no No. of ballast pumps one How driven Steam Sizes of pumps 9+8+12blast pump fitted with a direct suction from the engine room bilges no State size no Is a separate auxiliary pump suction fitted inroom and size no Are all the bilge suction pipes fitted with roses no Are the roses in Engine Room always accessible nohuices on Engine Room bulkheads always accessible no Are all connections with the sea direct on the skin of the ship novalves or cocks no Are they fixed sufficiently high on the ship's side to be seen without lifting the floor plates nodischarge pipes above or below the deep water line no Are they each fitted with a discharge valve always accessible on the plating of the vessel nopipes, cocks, valves and pumps in connection with the machinery accessible at all times no Are the bilge suction pipes, cocks and valves arranged so as to prevent anyication between the sea and the bilges no Is the screw shaft tunnel watertight no Is it fitted with a watertight door nofrom no If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork nomain air compressors 2 No. of stages 3 Diameters 600-540-148 Stroke 480 Driven by Main Enginesauxiliary air compressors one No. of stages 2 Diameters 400-350 Stroke 260 Driven by Steamsmall auxiliary air compressors one No. of stages 3 Diameters 218-14-9 Stroke 4 Driven by Steamavenging air pumps no Diameter no Stroke no Driven by noof auxiliary Diesel Engine crank shafts as per Rule Are the air compressors and their coolers made so as to be easy of access no
as fittedRECEIVERS:—No of high pressure air receivers 4 Internal diameter 295 Cubic capacity of each 150 LitresSDS Seamless, lap welded or riveted longitudinal joint Seamless Range of tensile strength 26-306 5/8 6 1/8 working pressure by Rules 1000 lb No. of starting air receivers 2 Internal diameter 6-4 1/16"ic capacity 650 CF Material Steel Seamless, lap welded or riveted longitudinal joint TR.DBStensile strength 28-32 thickness 1 1/8 - 1 1/2 Working pressure by rules 376 Is each receiver, which can be isolated, yesh a safety valve as per Rule yes Can the internal surfaces of the receivers be examined yes What means are provided for cleaning theirfaces Manholes in ends Is there a drain arrangement fitted at the lowest part of each receiver yes

IS A DONKEY BOILER FITTED?

Yes

If so, is a report now forwarded?

Yes now

Rpt. 5a.

HYDRAULIC TESTS:—

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS <i>Liners</i>	26. 11. 25		500	W G M	Satisfactory
" " COVERS	9. 12. 25 22. 12. 25	✓	1000	W G M.	"
" " JACKETS	22 12 25 11-1-26	✓	50	W G M.	"
" " PISTON WATER PASSAGES	9- 2. 26	✓	50	W G M	"
MAIN COMPRESSORS—1st STAGE	14/1/25-15/1/25	✓	2000	H M C B	"
" 2nd "	10/11/25-1/12/25	✓	500	H M C B	"
" 3rd "	10/11/25 30/11/25	✓	150	H M C B	"
AIR RECEIVERS—STARTING	24/4/25-4/8/25	✓	2000	H M C B	"
" INJECTION	<i>ditto</i>	✓	2000	H M C B	"
AIR PIPES	8-2. 26	✓	2000	W G M.	"
FUEL PIPES	3- 1- 26	✓	2000	W G M.	"
FUEL PUMPS	} Not Tested	✓	✓	✓	✓
SILENCER		✓	✓	✓	✓
" WATER JACKET		✓	✓	✓	✓
SEPARATE FUEL TANKS	3-2- 26	✓	10	W G M.	"

PLANS. Are approved plans forwarded herewith for shafting

No for intake R/L No 18490 Receivers

No for intake R/L No 18490 Separate Tanks

No for intake R/L No 18490

SPARE GEAR

The foregoing is a correct description.
FOR JOHN G. KINCAID & COY., LIMITED.

Robert Green

Manufacturer.

Dates of Survey while building { During progress of work in shops - - (1925) Mar. 11-13-31. Apr. 13-23-27-30. May 4-13-27. June 3-12-17-19-22-29. July 23-29-31. Aug. 4-5-11-18-21-25-27. Sept. 4-9-11-17-22-24-29. Oct. 11-16
During erection on board vessel - - 23-27-28-30. Nov. 2-5-9-12-17-25-26-30. Dec. 3-4-8-11-14-15-21-23-25-28 (1926) Jan. 11-14-15-19-20-25-26. Feb. 3-4-8-9-10-24.
Total No. of visits 71.

Dates of Examination of principal parts—Cylinders 23-12-25 Covers 23-12-25 Pistons 9. 2. 26 Rods 9. 11. 25 Connecting rods 11-1-26

Crank shaft 11-1-26 Thrust shaft 9. 11. 25 Tunnel shafts 4. 2. 26 Screw shaft 3-12-25 Propeller 9. 11. 25 Stern tube 23-12-25 Engine seatings —

Engines holding down bolts — Completion of pumping arrangements — Engines tried under working conditions —

Completion of fitting sea connections — Stern tube — Screw shaft and propeller —

Material of crank shaft S Identification Mark on Do. K. Q. W G M. L R Material of thrust shaft S Identification Mark on Do. L R. 6135. W G M

Material of tunnel shafts S Identification Marks on Do. L R. 143. 144 W G M Material of screw shafts S Identification Marks on Do. L R. 489. 151 W G M

Is the flash point of the oil to be used over 150° F. —

Is this machinery duplicate of a previous case Yes

If so, state name of vessel

T/S Mr. Arthur Smith "Ark R/L No 18413" 18490

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 and material are of good quality. These Engines have been taken on the Test Bed & found satisfactory. They have now been shipped to Middlesbrough at which port they will be fitted on board. The Machinery when fitted on board, tried under working conditions will be entered in my opinion for the record of L M C with date

The amount of Entry Fee ... £ 6 : -

Special £ 24. 16. 6 110 : 9

Donkey Bauldard £ 20 : 6

Outfitting Expenses (if any) £ 8 : 8

When applied for,

24. 2. 1926

When received,

28. 4. 1926

Committee's Minute

GLASGOW 2-MAR 1926

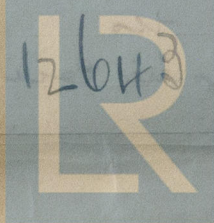
Assigned

Deferred

FRI. 23 APR 1926

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

See Prob 76. 12643



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