

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report H. H. 1928 When handed in at Local Office 3rd May 1928 Port of Greenock
 No. in Survey held at Greenock Date, First Survey 19th July 1924 Last Survey 3rd May 1928
 Reg. Book. 515 "Antigone" (Number of Visits 56)
 on the 515 "Antigone"
 Built at Glasgow By whom built Napier & Miller Ltd Yard No. 265
 Engines made at Greenock By whom made John Kincaid & Co Engine No. 642 when made 1928
 Boilers made at ditto By whom made ditto Boiler No. 642 when made 1928
 Registered Horse Power 418 Owners The Egypt & Levant Shipping Co Ltd Port belonging to London
 Nom. Horse Power as per Rule 418 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended Foreign

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 65
 Dia. of Cylinders 26" 42" 41" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals 13.5" as per Rule 13.5" as fitted 13.5" Crank pin dia. 13.5" Crank webs Mid. length breadth shrunk Thickness parallel to axis 8.5"
 Intermediate Shafts, diameter 12.9" as per Rule 12.9" as fitted 13.5" Thrust shaft, diameter at collars 13.5" as per Rule 13.5" as fitted 13.5"
 Tube Shafts, diameter 14.42" as per Rule 14.42" as fitted 15" Screw Shaft, diameter 15" as per Rule 15" as fitted 15" Is the screw shaft fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes 2.5" as per Rule 2.5" as fitted 2.5" Thickness between bushes 2.5" as per Rule 2.5" as fitted 2.5" 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 shaft Yes
 Propeller, dia. 14.9" Pitch 14.0" No. of Blades 4 Material Brass whether Moveable No Total Developed Surface 100 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 27" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 24" Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size 3 (2 7+9/2+21) on 8+6, 8" Pumps connected to the { No. and size one 10+11+10"
 { How driven Steam Main Bilge Line { How driven Steam
 Ballast Pumps, No. and size one 10+11+10" Lubricating Oil Pumps, including Spare Pump, No. and size —
 Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 3. 3" Tunnel Well 1. 3"
 In Holds, &c. 2. 3" in each (3 3" in 3 hold on plan)

Main Water Circulating Pump Direct Bilge Suctions, No. and size one 8" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one 4 1/2"
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes
 Are the Bilge Suctions in the Machinery Space led 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 stokehold 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
 What Pipes pass through the bunkers Bilge Suction How are they protected Casings
 What pipes pass through the deep tanks — Have they been tested as per Rule Yes
 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 Yes Is it fitted with a watertight door Yes worked from U.E.R. Platform

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 6999 sq. ft.
 Is Forced Draft fitted No No. and Description of Boilers 3 Single Ended Working Pressure 180
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? —

PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers — Donkey Boilers —
 (If not state date of approval)
 Superheaters — General Pumping Arrangements — Oil fuel Burning Piping Arrangements —

SPARE GEAR. State the articles supplied:—2 connecting Rod Top and bottom ends
one set of coupling bolts
one set of Feed & Bilge pump valves
a quantity of assorted bolts, nuts, washers, &c.

The foregoing is a correct description,

FOR JOHN G. KINCAID & COY, LIMITED

J. G. Kincaid

Manufacturer.

DIRECTOR



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Lloyd's Register
Foundation

W232-0022

(1924) July 19. Sept 6. 14. 20. 23. Oct. 4. 6. 10. 14. 19. 31. Nov. 3. 8. 10. 15. 18. 21. 23. 30. Dec. 1. 6. 13. 20. 22. (1928) Jan. 10. 16. 14. 19. 24. 31. Feb. 1. 3. 9. 14. 16. 24.
During progress of work in shops - - -
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits 56.

Dates of Examination of principal parts - Cylinders 10. 1. 28 Slides 16. 1. 28 Covers 10. 1. 28
Pistons 24. 1. 28 Piston Rods 24. 1. 28 Connecting rods 16. 2. 28
Crank shaft 1. 12. 24 Thrust shaft 1. 12. 24 Intermediate shafts 26. 3. 28
Tube shaft ✓ Screw shaft 2. 3. 28 Propeller 26. 3. 28
Stern tube 13. 3. 28 Engine and boiler seatings see 4th Rept. Engines holding down bolts 23. 4. 28
Completion of fitting sea connections see 4th Rept
Completion of pumping arrangements 26. 4. 28 Boilers fixed 20. 4. 28 Engines tried under steam 3. 5. 28
Main boiler safety valves adjusted 26. 4. 28 Thickness of adjusting washers P 13/32 S 3/8 S 3/8 P 13/32 S 3/8
Crank shaft material S Identification Mark LR 642 WGM Thrust shaft material S Identification Mark LR 334 WGM
Intermediate shafts, material S Identification Marks 1424 1369 1198 1371 Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material S Identification Mark LR 1362 WGM Steam Pipes, material S Test pressure 540 Date of Test 19. 4. 28
Is an installation fitted for burning oil fuel - Is the flash point of the oil to be used over 150°F. -
Have the requirements of the Rules for carrying and burning oil fuel 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 & boilers have been built under special survey in accordance with the approved plans & the workmanship & material are of good quality. They are now securely fitted on board. Tried under steam & found satisfactory. The machinery is eligible in my opinion for the record of L.M.C. 5.28.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 5.28 C.L.

16/5/28

J.

The amount of Entry Fee ... £ 5. : : When applied for, 4th MAY 1928.
Special ... £ 84. = 14 : :
Donkey Boiler Fee ... £ : : When received, 5th MAY 1928.
Travelling Expenses (if any) £ : :
Certificate to be sent to Greenock

Committee's Minute GLASGOW 8 - MAY 1928

Assigned + L.M.C. 5.28.

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



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