

REPORT ON OIL ENGINE MACHINERY.

No. 19235

Date of writing Report 28.8.30 When handed in at Local Office 11th Sept. 1930 Port of Greenock Received at London Office 17 SEP 1930

No. in Survey held at Greenock Date, First Survey 31st January 1930 Last Survey 10th September 1930
Reg. Book. M/S "Athelbeck" Number of Visits 13

on the Single Screw vessel Tons Gross Net
Built at Greenock By whom built Laurel Laid L^o Yard No. 973 When built
Engines made at Greenock By whom made John Ferguson & Co^o Engine No. 1760 When made 1930
Donkey Boilers made at By whom made Boiler No. When made
Brake Horse Power 2300 Owners United Oil & Gas Co^o Port belonging to
Nom. Horse Power as per Rule 489 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
Trade for which vessel is intended Foreign

TYPE OF ENGINES, &c.—Type of Engines Compound or 1/2 stroke cycle 4 Single Double acting Single
Maximum pressure in cylinders 500 Diameter of cylinders 440 mm Length of stroke 1500 mm No. of cylinders 6 No. of cranks 6
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 100 mm Is there a bearing between each crank Yes
Revolutions per minute 110 Crank wheel dia. 8-16 Weight 2.5 tons Means of ignition Compression Kind of fuel used Diesel
Crank Shaft, dia. of journals as per Rule 465 mm Crank pin dia. 485 mm Crank Webs Mid. length breadth Thickness parallel to axis 310 mm
as fitted 485 mm Mid. length thickness shrunk Thickness around eye hole 210 mm
Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule 12.45
as fitted as fitted as fitted 15"
Tube Shaft, diameter as per Rule Screw Shaft, diameter as per Rule Is the shaft fitted with a continuous liner
as fitted as fitted

Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the
as fitted as fitted
If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
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
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
of the tube shaft Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet
Method of reversing Engines Air Is a governor fitted to prevent racing of the engine when Yes Means of lubrication
Need Thickness of cylinder liners 53/32 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with
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

Working Water Pumps, No. one on Main Engine Is the sea suction provided with an efficient strainer which can be cleared within the vessel
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 How driven
Overboard Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size one 10" x 10"
Oil Pumps, No. and size two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
Pumps, No. and size:—In Machinery Spaces

Oil Pumps, No. and size 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
Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks
they sized 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
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
pipes pass through the bunkers How are they protected
pipes pass through the deep tanks Have they been tested as per Rule

Oil Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times
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
partment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from
vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork
Air Compressors, No. one No. of stages 3 Diameters 150-675-750 mm Stroke 460 mm Driven by Main Engine
Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by
Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by
Working 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
internal surfaces of the receivers be examined What means are provided for cleaning their inner surfaces
a drain arrangement fitted at the lowest part of each receiver
Pressure Air Receivers, No. 2 Cubic capacity of each 150 litres Internal diameter 12" thickness
 Material Seamless Range of tensile strength 29/33 Working pressure by Rules 1000 lb.
Air Receivers, No. Total cubic capacity Internal diameter thickness
 Material Range of tensile strength Working pressure by Rules

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

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

Receivers Separate Tanks

Donkey Boilers General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

The foregoing is a correct description, For JOHN G. KINCAID & CO. LIMITED.

J. G. Kincaid Director. Manufacturer.

Dates of Survey while building: During progress of work in shops - (1930) Jan. 31, Feb. 15, Mar. 10, April 14, 18, 25, May 5, 7, 11, 22, 26, 27, 28, 29, 30, June 2, 14, 18, 19, 20, 23, 24, 25, 30, July 1, 5, 21, 22, 28, 30, Aug. 1, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30

Dates of Examination of principal parts: Crank shaft 28-8-30, Flywheel shaft, Thrust shaft 28-8-30, Intermediate shafts, Tube shaft, Screw shaft, Propeller, Stern tube, 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 160 WGM, Flywheel shaft, Material, Identification Mark, Thrust shaft, Material S, Identification Mark LR 1905 WGM, Intermediate shafts, Material, Identification Marks, Tube shaft, Material, Identification Mark, Screw shaft, Material, Identification Mark

Is the flash point of the oil to be used over 150° F. Is this machinery duplicate of a previous case? No. If so, state name of vessel.

General Remarks: These engines have been built under special survey in accordance with the approved plans. The workmanship & material are of good quality. They have been tested on the brake, found satisfactory & have not been supplied to Birkenhead at which port they will be on board.

The machinery, when fitted on board, tried under working conditions will be detailed in my opinion for the record. L.M.C. with date

GREENOCK OFFICE. Certificate (if required) to be sent to GREENOCK OFFICE. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee ... £ 5 : 0 : When applied for, Special ... 4/5 Oct £ 48 : 16 : 10th SEPTEMBER 1930. Donkey Boiler Fee 1/5 April £ 19 : 14 : When received, Travelling Expenses (if any) £ - : - : 12th SEPTEMBER 1930.

George Gordon-Maclean Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute GLASGOW 16 SEP 1930

Assigned Transmit to London

