

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 "Athelbeach" Number of Visits 13

on the Single Triple Quadruple Screw vessel
Built at Greenock By whom built Cammell Laird & Co. Yard No. 973 When built
Engines made at Greenock By whom made John Brown & Co. Ltd. Engine No. 1760 When made 1930
Donkey Boilers made at Greenock By whom made John Brown & Co. Ltd. Boiler No. 1760 When made 1930
Brake Horse Power 2300 Owners United Oil Co. Ltd. Port belonging to Greenock
Nom. Horse Power as per Rule 489 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted No
Trade for which vessel is intended Foreign

TYPE OF ENGINES, &c.—Type of Engines Burner & Co. 4 stroke cycle Single Double acting Single
Maximum pressure in cylinders 500 Diameter of cylinders 740 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 1000 mm Is there a bearing between each crank Yes
Revolutions per minute 110 Crank pin dia. 8-1/16 Weight 255 lbs Means of ignition Compression Kind of fuel used Diesel
Crank Shaft, dia. of journals as per Rule 455 mm Crank pin dia. 485 mm Crank Webs Mid. length breadth shrunk 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 as fitted Intermediate Shafts, diameter as per Rule as fitted Thrust Shaft, diameter at collars as per Rule 12-1/2"
as fitted as fitted as fitted as fitted as fitted as fitted

Is the tube shaft fitted with a continuous liner Yes
Is the after end of the liner made watertight in the Yes
If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Yes

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
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. 12-1/2" Pitch 12-1/2" No. of blades 4 Material Steel whether Moveable No Total Developed Surface 100 sq. feet
Method of reversing Engines air Is a governor Yes fitted to prevent racing of the engine when detached Yes Means of lubrication oil

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 Yes

Working Water Pumps, No. one on main engine Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes
Pumps worked from the Main Engines, No. one Diameter 10" Stroke 10" Can one be overhauled while the other is at work Yes

Pumps connected to the Main Bilge Line one No. and size 10" How driven by engine

last Pumps, No. and size one Lubricating Oil Pumps, including Spare Pump, No. and size one 10" x 10"
two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge pumps, No. and size:—In Machinery Spaces one

Holds, &c. one

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one
all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes Are the Bilge Suctions in the Machinery Spaces Yes

from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes
all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Yes

they fixed sufficiently high on the ship's side to be seen without lifting the platform plates Yes Are the Overboard Discharges above or below the deep water line Yes
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

pipes pass through the bunkers Yes How are they protected Yes
pipes pass through the deep tanks Yes Have they been tested as per Rule Yes

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
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 Yes
a vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork Yes

Air Compressors, No. one No. of stages 3 Diameters 150-675-750 mm Stroke 460 mm Driven by Main engine

Auxiliary Air Compressors, No. one No. of stages 1 Diameters 150 mm Stroke 150 mm Driven by Engine

Auxiliary Air Compressors, No. one No. of stages 1 Diameters 150 mm Stroke 150 mm Driven by Engine

Working Air Pumps, No. one Diameter 150 mm Stroke 150 mm Driven by Engine

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 Yes
internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces Yes

Is a drain arrangement fitted at the lowest part of each receiver Yes
Pressure Air Receivers, No. 2 Cubic capacity of each 150 litres Internal diameter 12" thickness 1/2"
s, lap welded or riveted longitudinal joint Seamless Material 30S Range of tensile strength 29/33 Working pressure by Rules 1000 lb.

Working Air Receivers, No. one Total cubic capacity 150 litres Internal diameter 12" thickness 1/2" Working pressure by Rules 1000 lb.

IS A DONKEY BOILER FITTED?

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

If so, is a report now forwarded?

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.

Director. Manufacturer.

Dates of Survey while building
During progress of work in shops - (1930) Jan 31 Feb 13 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 15 21 22 23 30 Aug 1
During erection on board vessel - 11 12 13 27 28 29 Sept 2 4 10
Total No. of visits 43

Dates of Examination of principal parts
Cylinders 18-6-30 Covers 30-5-30 Pistons 13-8-30 Rods 13-8-30 Connecting rods 15-4

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 (State quality of workmanship, opinions as to class, etc.)

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, forced to satisfactory load and have not been shipped 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

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

Committee's Minute GLASGOW 16 SEP 1930

Assigned Transmit to London

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



© 2020
Lloyd's Register
Foundation