

REPORT ON OIL ENGINE MACHINERY.

No. 18471

Received at London Office 12 NOV 1925

Port 23-10-1925 When handed in at Local Office 10-11-1925 Port of Greenock
held at Greenock Date, First Survey 11th August 1925 Last Survey 11th November 1925
Number of Visits 115

Twin Screw vessels 7/10 O. A. Knudsen Tons Gross 2850 Net 2850

Built at Glasgow By whom built Blythwood Dockyard No. 10 When built 1925
at Greenock By whom made John G. Kruaid C.L.A. Engine No. 114 When made 1925

made at Greenock By whom made John G. Kruaid C.L.A. Boiler No. 114 When made 1925
number 2850 Owners S/S Jeanette Skinner (Knut Knudsen O/S) Port belonging to Haugesund

per as per Rule 409 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ES, &c.—Type of Engines Burner & Drum (2 Sets) or 4 stroke cycle 4 Single or double acting Single

in cylinders 500 No. of cylinders 12 No. of cranks 12 Diameter of cylinders 630 mm

630 mm Revolutions per minute 110 Means of ignition Compression Kind of fuel used Surf

between each crank Yes Span of bearings (Page 92, Section 2, par. 7 of Rules) 892 mm

of main bearings 1250 mm Is a flywheel fitted Yes Diameter of crank shaft journals as per Rule 403.3
as fitted 115

115 mm Breadth of crank webs as per Rule 650 Thickness of ditto as per Rule 270
as fitted 650 as fitted 270

shaft as per Rule 115 Diameter of tunnel shaft as per Rule 11.26 Diameter of thrust shaft as per Rule 11.8
as fitted 115 as fitted 113.14 as fitted 123.14

of 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 12.42

a liner made watertight in the propeller boss Yes If the liner is in more than one length are the joints burned Yes

it 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

is the shaft lapped or protected between the liners Yes If without liners, is the shaft arranged to run in oil Yes

to stern tube Yes Length of stern bush 56 1/2 Diameter of propeller 13.3

11.3 No. of blades 4 state whether moveable Yes Total surface 52 square feet

air Yes Is a governor or other arrangement fitted to prevent racing of the engine when detached Yes Thickness of cylinder liners 46.36

with safety valves Yes Means of lubrication Forced Are the exhaust pipes and silencers water cooled or lagged with Yes

lagged Yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being siphoned back to the engine Yes

Funnel Yes No. of cooling water pumps 2 Is the sea suction provided with an efficient strainer which can be cleared Yes

Yes No. of bilge pumps fitted to the main engines 2 Diameter of ditto Stroke

while the other is at work Yes No. of auxiliary pumps connected to the main bilge lines Two How driven Electric Motors

10 (170 ton) 8 1/2 (20 ton) No. and sizes of suction connected to both main bilge pumps and auxiliary bilge pumps:—In engine room 3. 3 1/2. 2. 3

Deck 1.4 Deck Tank 2.6 Cargo Hold 3.12 No. of ballast pumps one How driven Electric Motor Sizes of pumps 10 x 10 (170 ton)

with a direct suction from the engine room bilges Yes State size 6 Is a separate auxiliary pump suction fitted in Yes

Yes 5 Are all the bilge suction pipes fitted with roses Yes Are the roses in Engine Room always accessible Yes

the Room bulkheads always accessible Yes Are all connections with the sea direct on the skin of the ship Yes

both Are they fixed sufficiently high on the ship's side to be seen without lifting the floor plates Yes

above or below the deep water line also Are they each fitted with a discharge valve always accessible on the plating of the vessel Yes

loss and pumps in connection with the machinery accessible at all times Yes Are the bilge suction pipes, cocks and valves arranged so as to prevent any Yes

the sea and the bilges Yes Is the screw shaft tunnel watertight None Is it fitted with a watertight door Yes

If a good vessel, what means are provided to prevent leakage of oil, fuel oil or of lubricating oil from saturating the woodwork Yes

essors 2 No. of stages 3 Diameters 600-540-448 Stroke 480 Driven by Main Engine

essors one No. of stages 2 Diameters 400-350 Stroke 360 Driven by Motor

air compressors one No. of stages 2 Diameters 34-106 Stroke 80 Driven by Steam

pumps None Diameter Stroke Driven by None

iesel Engine crank shafts as per Rule 91.82.153 Are the air compressors and their coolers made so as to be easy of access Yes

ERS:—No of high pressure air receivers 5 Internal diameter 342 Cubic capacity of each 200 litres

Seamless, lap welded or riveted longitudinal joint Seamless Range of tensile strength 26/30

working pressure by Rules 1000 No. of starting air receivers 2 Internal diameter 6.4 to 6

Material S Seamless, lap welded or riveted longitudinal joint TRIOBS

length 28.32 thickness 16.152 Working pressure by rules 276 Is each receiver, which can be isolated, Yes

valve as per Rule Yes Can the internal surfaces of the receivers be examined Yes What means are provided for cleaning their Yes

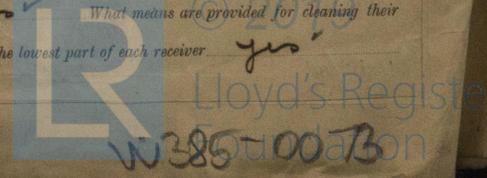
manhole in each Yes Is there a drain arrangement fitted at the lowest part of each receiver Yes

N.B.—If this Report is copied by Copying Press special care must be taken that the copying paper is set so much dampened as to spread the ink, or to cause it to show through to the other side.

It is submitted that this vessel is eligible to remain as CLASSED.

11/2/25

John G. Kruaid



IS A DONKEY BOILER FITTED? *yes*

If so, is a report now forwarded? *yes*

HYDRAULIC TESTS:—

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	
ENGINE CYLINDERS <i>Levers</i>	6. 3. 25	-	500	WGM	Satisfy
" " COVERS	<i>Not tested.</i>				
" " JACKETS	15. 5. 25	-	50	WGM	
" PISTON WATER PASSAGES	15. 5. 25	-	50	WGM	
MAIN COMPRESSORS—1st STAGE	15. 1. 25	-	2000	H.M.C.	} <i>OK</i>
" 2nd "	16. 1. 25	-	500	H.M.C.	
" 3rd "	20. 1. 25	-	150	H.M.C.	
AIR RECEIVERS—STARTING	27. 3. 25	-	2000	H.M.C.	
" INJECTION	27. 3. 25	-	2000	H.M.C.	
AIR PIPES	29. 10. 25	-	2000	WGM	
FUEL PIPES	19. 10. 25	-	2000	WGM	
FUEL PUMPS					
SILENCER	<i>Not tested</i>				
" WATER JACKET	<i>Not tested</i>				
SEPARATE FUEL TANKS	21. 8. 25		9.	W.G.M.	

PLANS. Are approved plans forwarded herewith for shafting *yes* Receivers *yes* Separate Tanks *yes*

SPARE GEAR

see list attached

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— (1924) Aug 11-14-20-26. Sept 1-11. Oct 6-7-10-16-20-22-24-29. Nov 2-6-12-18-24. Dec 1-3-9-11-12-17-22-30. (1925) Jan 2-7-13-19-25-31. Feb 1-6-12-18-24-30. Mar 1-6-12-18-24-30. Apr 1-6-12-18-24-30. May 1-6-12-18-24-30. Jun 1-6-12-18-24-30. Jul 1-6-12-18-24-30. Aug 1-6-12-18-24-30. Sep 1-6-12-18-24-30. Oct 1-6-12-18-24-30. Nov 1-6-12-18-24-30. Dec 1-6-12-18-24-30.
 During erection on board vessel— 26. Jan 2-3-4-5-9-11-16-18-24-25-27-31. Apr 3-8-13-16-24-29-30. May 4-12-15-18-19-21-27. Jun 2-3-5-9-10-11-12-15-19-24-25-29-30. July 7-13-15-16-20-21-22-23-24-25-26-27-28-29-30-31. Aug 1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31. Sep 1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31. Oct 1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31. Nov 1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31. Dec 1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31.
 Total No. of visits 115.

Dates of Examination of principal parts—Cylinders 5. 3. 25 Covers 15. 5. 25 Pistons 10. 6. 25 Rods 10. 6. 25 Connecting rods 10. 6. 25 Crank shaft 30. 4. 25 Thrust shaft 15. 6. 25 Tunnel shafts 31. 7. 25 Screw shaft 13. 7. 25 Propeller 13. 7. 25 Stern tube 12. 6. 25 Engine sea chests 12. 6. 25 Engines holding down bolts 21. 10. 25 Completion of pumping arrangements 10. 14. 25 Engines tried under working conditions 10. 14. 25 Completion of fitting sea connections. *see list Refd.* Stern tube *see list Refd.* Screw shaft and propeller *see list Refd.*
 Material of crank shaft *S* Identification Mark on Do. *L.R. K.H. WGM* Material of thrust shaft *S* Identification Mark on Do. *L.R. K.H. WGM*
 Material of tunnel shafts *S* Identification Marks on Do. *L.R. 5730, 894 WGM* Material of screw shafts *S* Identification Marks on Do. *L.R. 5730, 894 WGM*
 Is the flash point of the oil to be used over 150° F. *yes*

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 under Special Survey in accordance with the approved plans & the workmanship & material are of good quality. They have now been securely fitted on board. Tried in working conditions in the dock & found satisfactory. The Machinery is eligible in my opinion for the class of L.M.C. II 25. Notation of 2DB 150ch.*

GREENBOOK
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 ...	£ 6 :	When applied for,
Special ...	£ 110. : 9 :	9. 11. 1925.
<i>Boiler Fee</i> ...	£ 16. : 16 :	When received,
<i>Air Reservoirs</i> (if any) ...	£ 8. : 8 :	11. 25. 1925.

W. Gordon
Engineer Surveyor to Lloyd's Register

FRI. 4 DEC 1925

Committee's Minute FRI. 13 NOV 1925

Assigned *+ L.M.C. II 25. C.L. oil engines*



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