

REPORT ON OIL ENGINE MACHINERY.

No. 18471

Received at London Office 12 NOV 1925

Report No. 23.10-1925 When handed in at Local Office 10.11.1925 Port of Greenock
 Date, First Survey 11th August 1925. Last Survey 11th November 1925.
 Number of Visits 115.
 By whom made John & Klucaid C.L. Engine No. 114. When made 1925
 By whom made John & Klucaid C.L. Boiler No. 114. When made 1925
 Owners S.A. J. J. Skinner (Knut Knudsen & S. Port belonging to Haugesund
 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ES, &c.—Type of Engines Burner & Drim (2 sets) 4 stroke cycle 4 Single or double acting Single
 No. of cylinders 12 No. of cranks 12 Diameter of cylinders 630 mm
 Revolutions per minute 110 Means of ignition Compression Kind of fuel used Diesel
 Span of bearings (Page 92, Section 2, par. 7 of Rules) 892 mm
 Is a flywheel fitted Yes Diameter of crank shaft journals as per Rule 403.3
 as fitted 1250 mm as fitted 115 mm
 Breadth of crank webs as per Rule 650 mm as fitted 650 mm Thickness of ditto as per Rule 270 mm
 as fitted 270 mm
 Diameter of tunnel shaft as per Rule 11.26 as fitted 11314
 Diameter of thrust shaft as per Rule 11.8 as fitted 12314
 Is the screw shaft fitted with a continuous liner the whole length of the stern tube Yes
 If the liner is in more than one length are the joints burned Yes
 Is the shaft lapped or protected between the liners Yes If without liners, is the shaft arranged to run in oil Yes
 Length of stern bush 56 1/2" Diameter of propeller 13.3" square feet
 No. of blades 4 state whether moveable Yes Total surface 52 #
 Is a governor or other arrangement fitted to prevent racing of the engine when detached Yes Thickness of cylinder liners 46.36
 Means of lubrication Forced Are the exhaust pipes and silencers water cooled or lagged with Yes
 No. of cooling water pumps 2 Is the sea suction provided with an efficient strainer which can be cleared Yes
 No. of bilge pumps fitted to the main engines Two Diameter of ditto Two Stroke Two
 No. of auxiliary pumps connected to the main bilge lines Two How driven Electric Motors
 No. and sizes of suction connected to both main bilge pumps and auxiliary bilge pumps:—In engine room 3. 3 1/2. 2. 3
 In cargo hold 10 x 10 (70 ton)
 No. of ballast pumps One How driven Electric Motor Sizes of pumps 10 x 10 (70 ton)
 Is a separate auxiliary pump suction fitted in Yes
 Are all the bilge suction pipes fitted with roses Yes Are the roses in Engine Room always accessible Yes
 Are all connections with the sea direct on the skin of the ship Yes
 Are they fixed sufficiently high on the ship's side to be seen without lifting the floor plates Yes
 Are they each fitted with a discharge valve always accessible on the plating of the vessel Yes
 Is the screw shaft tunnel watertight Yes Is it fitted with a watertight door Yes
 If a good vessel, what means are provided to prevent leakage of oil or fuel oil or of lubricating oil from saturating the woodwork Yes
 No. of stages 3 Diameters 600-540-480 Stroke 480 Driven by Main Engine
 No. of stages 2 Diameters 400-350 Stroke 360 Driven by Motor
 No. of stages 2 Diameters 34-106 Stroke 80 Driven by Steam
 Diameter Stroke Driven by
 Are the air compressors and their coolers made so as to be easy of access Yes
 Internal diameter 342 Cubic capacity of each 200 litres
 Range of tensile strength 26/30
 No. of starting air receivers 2 Internal diameter 6.46
 Working pressure by Rules 1000
 Material S
 Thickness 176.152
 Working pressure by rules 376
 Can the internal surfaces of the receivers be examined Yes What means are provided for cleaning their 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 damp 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.

Arking.

Lloyd's Register
 W385-00030

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	Not tested.				
" " JACKETS	15. 5. 25	-	50	WGM	
" " PISTON WATER PASSAGES	15. 5. 25	-	50	WGM	
MAIN COMPRESSORS—1st STAGE	15. 1. 25	-	2000	HMC	
" 2nd "	16. 1. 25	-	500	HMC	
" 3rd "	20. 1. 25	-	150	HMC	
AIR RECEIVERS—STARTING	27. 3. 25	-	2000	HMC	
" INJECTION	27. 3. 25	-	2000	HMC	
AIR PIPES	29. 10. 25	-	2000	WGM	
FUEL PIPES	19. 10. 25	-	2000	WGM	
FUEL PUMPS	} Not tested				
SILENCER					
" WATER JACKET					
SEPARATE FUEL TANKS	21. 8. 25		9.	WGM	

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

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.

DIRECTOR
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 26. Feb 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. June 2. 3. 5. 9. 10. 11. 12. 15. 19. 24. 25. 29. 30. July 7. 13. 15. 16. Total No. of visits 231. 11. 14. 17. 18. 22. 28. 29. 30. Oct 1. 5. 16. 19. 21. 27. 28. 30. Nov 2. 3. 5. 6. 10. 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

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

Engines holding down bolts 21. 10. 25 Completion of pumping arrangements 10. 14. 25 Engines tried under working conditions

Completion of fitting sea connections see 4th Rept. Stern tube see 4th Rept. Screw shaft and propeller see 4th

Material of crank shaft S Identification Mark on Do. LR KH. WGM Material of thrust shaft S Identification Mark on Do.

Material of tunnel shafts S Identification Marks on Do. LR 530. 894. WGM Material of screw shafts S Identification Marks on Do.

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 App. plans. The workmanship & material are of good quality. have now been securely fitted on board. Found in working conditions in the dock & found satisfactory. The Machinery is eligible in my opinion for the class of LMC II 25. Notation of 2 DB 150ch

The amount of Entry Fee ... £ 6 : : When applied for,
Special ... £ 110. : 9 : 9. 11. 1925.
Boiler Fee ... £ 16. : 16 :
Air Receiver (if any) £ 8 : 8 : 11. 11. 25.

Committee's Minute

FRI, 13 NOV 1925

Assigned

+ L.M.B. 11.25. C.L.
oil engines

W. Gordon. Sinclair
Engineer Surveyor to Lloyd's Register

FRI, 4 DEC 1925



© 2019

Lloyd's Register
Foundation

CERTIFICATE WRITTEN