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# REPORT ON OIL ENGINE MACHINERY.

No. 20281.  
16 DEC 36

Received at London Office

Writing Report 89-10-36 When handed in at Local Office 10<sup>th</sup> Dec. 1936. Port of Glasgow  
Survey held at Glasgow Date, First Survey 19<sup>th</sup> DECEMBER 1936 Last Survey 9<sup>th</sup> DECEMBER 1936  
look. Number of Visits 46

on the Single British Triumph Tons { Gross 8102.11.  
Triple British Triumph Net 5004.91.  
at Glasgow By whom built Lithgow & Co Yard No. 586 When built 1936  
nes made at Glasgow By whom made John & Macdonald Engine No. 1194 When made 1936  
key Boilers made at Glasgow By whom made Glasgow Boiler No. 1194 When made 1936  
Horse Power 2850 Owners British Tanker Co Ltd Port belonging to Glasgow  
Horse Power as per Rule 490 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
le for which vessel is intended Foreign

ENGINES, &c. Type of Engines Diesel (B&W Type) Under Pressure Supercharge 2 or 4 stroke cycle 4 Single or double acting Single  
um pressure in cylinders 600 Diameter of cylinders 740 mm Length of stroke 1500 mm No. of cylinders 6 No. of cranks 6  
of bearings, adjacent to the Crank, measured from inner edge to inner edge 942 mm Is there a bearing between each crank Yes  
ations per minute 105 Curves Wheel dia. 2489 mm Weight 2 1/2 tons Means of ignition Compression Kind of fuel used Diesel  
k Shaft, dia. of journals as per Rule 482 mm Crank pin dia. 505 mm Crank Webs Mid. length breadth shrunk Thickness parallel to axis 310 mm  
as fitted 505 mm M. d. length thickness shrunk Thickness around eyehole 222.5 mm  
heel Shaft, diameter as per Rule 482 mm Intermediate Shafts, diameter as fitted 17" Thrust Shaft, diameter at collars as per Rule 13.44  
as fitted 505 mm as fitted 17" as fitted 454 mm (14.87)  
Shaft, diameter as per Rule 14.22 Is the shaft fitted with a continuous liner Yes  
as fitted 14" as per rule 15.46  
ze Liners, thickness in way of bushes as fitted 8.75 Thickness between bushes as fitted 8.75 Is the after end of the liner made watertight in the  
ter 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  
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  
o 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  
No If so, state type Yes Length of Bearing in Stern Bush next to and supporting propeller 5'-0 3/4"

eller, dia. 14'-0" Pitch 11'-6" No. of blades 4 Material Brass whether Moveable No Total Developed Surface 89 sq. feet  
od of reversing Engines Air Is a governor or other arrangement fitted to prevent racing of the engine when disengaged Yes Means of lubrication  
ied Thickness of cylinder liners 53 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  
ing Water Pumps, No. 3 Brass Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes  
e Pumps worked from the Main Engines, No. None Diameter — Stroke — Can one be overhauled while the other is at work Yes

aps connected to the Main Bilge Line { No. and Size 3 (1 at 150 tons/hr.) (2 at 100 tons/hr.)  
How driven Steam  
ast Pumps, No. and size one 150 tons/hr. Lubricating Oil Pumps, including Spare Pump, No. and size 2 at 40 tons/hr.  
two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge  
ps, No. and size:—In Machinery Spaces 3 at 3 1/4"  
olds, &c. 2 2 1/2" Cargo Tanks Centre 1-10" each. Wing 1-4" each. Deep Tank 2-4"

ependent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 at 5 1/4"  
all the Bilge Suction pipes in Holds and 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 Both  
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 Above  
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  
at pipes pass through the bunkers None How are they protected —  
at pipes pass through the deep tanks None Have they been tested as per Rule —

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes  
he 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 Yes Is the Shaft Tunnel watertight None fitted Is it fitted with a watertight door — worked from —  
wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork —  
in Air Compressors, No. None No. of stages — Diameters — Stroke — Driven by —  
iliary Air Compressors, No. Two No. of stages 2 Diameters 8 7/8" & 4 1/8" Stroke 6 1/4" Driven by Steam Engine  
all Auxiliary Air Compressors, No. None No. of stages — Diameters — Stroke — Driven by —  
avenging Air Pumps, No. None Diameter — Stroke — Driven by —  
iliary 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  
the internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces Manual  
there a drain arrangement fitted at the lowest part of each receiver Yes  
gh Pressure Air Receivers, No. — Cubic capacity of each — Internal diameter — thickness —  
mless, lap welded or riveted longitudinal joint — Material — Range of tensile strength — Working pressure by Rules —  
urting Air Receivers, No. 2 Total cubic capacity 4450 FT Internal diameter 6'-0" thickness 15 1/16" & 3 1/8"  
mless, lap welded or riveted longitudinal joint TRIPLES Material S Range of tensile strength 29/33 Working pressure by Rules 364 lb

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IS A DONKEY BOILER FITTED?

Yes ✓

If so, is a report now forwarded?

Yes ✓

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

Yes ✓

Receivers

Yes ✓

Separate Tanks

Yes ✓

Donkey Boilers

Yes ✓

General Pumping Arrangements

Yes ✓

Oil Fuel Burning Arrangements

Yes ✓

SPARE GEAR as per Rule ✓

one Propeller Shaft complete stamped thus LR 6662 W.G.M. 22.10  
one Cast Iron Propeller.

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

W. G. Kincaid

Director.

Manufacturer.

Dates of Survey while building  
During progress of work in shops-- (1935) DEC. 19. (1936) JAN. 8-14-21-24. FEB. 4-5-14. MAR. 3-24-30. APRIL 1-4-9-14-21-23-24-30. MAY. 4-14-19-21-28. JUNE 9-15-14-25-29. JULY 15  
During erection on board vessel-- AUG. 4-5-10-11-14-20. SEPT. 3-4-4-8-9-10-15-16-18-23-26-28-30. OCT. 1-2-8-9-12-13-15-19-20-22-28-30. NOV. 3-6-9-13-16-14-18-20. DEC. 2-4-7-8  
Total No. of visits 46

Dates of Examination of principal parts—Cylinders 10 8-36 Covers 14 8-36 Pistons 15-9-36 Rods 4-9-36 Connecting rods 15-9-36

Crank shaft 4 8-36 Flywheel shaft Thrust shaft 15-9-36 Intermediate shafts 13-10-36 Tube shaft

Screw shaft 2-10-36 Propeller 2-10-36 Stern tube 30-9-36 Engine seatings 1-10-36 Engines holding down bolts 13-11-36

Completion of fitting sea connections 12-10-36 Completion of pumping arrangements 27-11-36 Engines tried under working conditions 9-12-36

Crank shaft, Material S Identification Mark LR 6102 W.G.M. Flywheel shaft, Material Identification Mark

Thrust shaft, Material S Identification Mark LR 6102 W.G.M. Intermediate shafts, Material S Identification Marks LR 6102 W.G.M.

Tube shaft, Material Identification Mark Screw shaft, Material S Identification Mark LR 6102 W.G.M.

Is the flash point of the oil to be used over 150° F. Yes ✓

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with Yes ✓

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo If so, have the requirements of the Rules 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 working conditions of pressure satisfactory.

The Machinery is in my opinion eligible for the record of L M C 12-36 (Notation of Donkey Boilers 150 lb)

On the official test, a running hose developed in the Propeller at 3 1/2 Rev. & continued to 8 1/2 Rev. when it disappeared. The Note stated considerably during this period. It was agreed by all Parties that the Propeller was not satisfactory & it was recommended that the Propeller be examined at the next docking in about 5 months.

The amount of Entry Fee ... £ 5- : 0 : When applied for,

Special ... £ 98- : 10 : 10th DECEMBER 1936.

Donkey Boiler Fee ... £ 25 : 13- : When received,

Travelling Expenses (if any) £ 8 : 8 : 12th DECEMBER 1936.

Committee's Minute GLASGOW 15 DEC 1936

Assigned + L M C 1236

2 DB-150 lb.

W. G. Gordon-Maclean

Engineer Surveyor to Lloyd's Register of Shipping.

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