

REPORT ON OIL ENGINE MACHINERY.

No. 20281.
16 DEC 1936

Received at London Office

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

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

ENGINES, &c. Type of Engines Diesel (B&W Type) under pressure 2 or 4 stroke cycle 4 Single or double acting Single
Working pressure in cylinders 600 Diameter of cylinders 740 mm Length of stroke 1500 mm No. of cylinders 6 No. of cranks 6
Pitch of bearings, adjacent to the Crank, measured from inner edge to inner edge 942 mm Is there a bearing between each crank Yes
Revolutions per minute 105 Wheel dia. 2489 mm Weight 2 1/2 tons Means of ignition Compression Kind of fuel used Diesel
Crank Shaft, dia. of journals as per Rule 482 mm Crank pin dia. 505 mm Crank Webs Mid. length breadth shrunken Thickness parallel to axis 310 mm
as fitted 505 mm M.d. length thickness shrunken Thickness around eye-hole 222.5 mm
Main Shaft, diameter as per Rule 482 mm Intermediate Shafts, diameter as per Rule 12.8" Thrust Shaft, diameter at collars as per Rule 13.44"
as fitted 505 mm as fitted 17" as fitted 454 mm (14.57")
Screw Shaft, diameter as per Rule 14.22" Is the lube screw shaft fitted with a continuous liner Yes
as fitted 14" as per rule 15.46" as fitted 8.75" Is the after end of the liner made watertight in the
liner 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
If 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
If 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 Yes
No If so, state type Yes Length of Bearing in Stern Bush next to and supporting propeller 5'-0 3/4"

Propeller, dia. 14'-0" Pitch 11'-6" No. of blades 4 Material Brass whether Moveable No Total Developed Surface 89 sq. feet
Method of reversing Engines Air Is a governor or other arrangement fitted to prevent racing of the engine when disengaged Yes Means of lubrication Oil
Thickness of cylinder liners 53 mm (2 1/8") 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

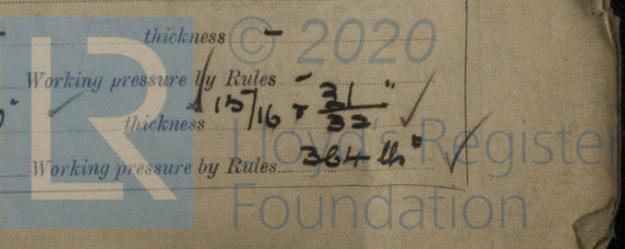
Suction Water Pumps, No. 3 Fresh Water 3 Salt Water 3 Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes
Pumps worked from the Main Engines, No. None Diameter - Stroke - Can one be overhauled while the other is at work Yes
Pumps connected to the Main Bilge Line { No. and Size 3 (1 at 150 tons/hr) (2 at 100 tons/hr) How driven Steam
Fast 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
Pumps, No. and size:—In Machinery Spaces 3 at 3 1/4"

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 at 5 1/4"
Are all the Bilge Suction pipes in Holds and ~~Upper~~ Well fitted with strum-boxes Yes 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 Yes
Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both
Are 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
Are 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
Do all pipes pass through the bunkers } None How are they protected -
Do all pipes pass through the deep tanks } Have they been tested as per Rule -

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
Is the 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 None fitted Is it fitted with a watertight door - worked from -
If the vessel is a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork -
Main Air Compressors, No. None No. of stages - Diameters - Stroke - Driven by -
Auxiliary 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 -
Suctioning Air Pumps, No. None Diameter - Stroke - Driven by -

Auxiliary Engines crank shafts, diameter as per Rule Yes
as fitted Yes RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes
Are the internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces Manual
Is there a drain arrangement fitted at the lowest part of each receiver Yes
High Pressure Air Receivers, No. 1 Cubic capacity of each - Internal diameter - thickness -
Are all joints, lap welded or riveted longitudinal joint Yes Material - Range of tensile strength - Working pressure by Rules -
Working Air Receivers, No. 2 Total cubic capacity 450 FT Internal diameter 6'-0" thickness 15 1/16" & 3 1/2"
Are all joints, lap welded or riveted longitudinal joint TRIBBS Material S Range of tensile strength 29/33 Working pressure by Rules 364 lb

W438-0188



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. KINGAID & CO. LIMITED.

W. Carter

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 15-19-20-21-22-23-24-25-26-27-28-29-30. AUG. 4-5-10-11-14-20. SEPT. 3-4-9-10-15-16-18-23-26-28-30. 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 his official book, a humming hose developed in the Propeller at 3 1/2 Rev. & continued to 8 1/2 Rev. when it disappeared. The Note drawn considerably during this period. It was agreed by all Parties that the Propeller was not satisfactory & it was recommended that the Propeller be repaired 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,
Air Reserve ...
Travelling Expenses (if any) £ 8 : 8 : 12th DECEMBER 1936.

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

Committee's Minute GLASGOW 15 DEC 1936

Assigned + L.M.C. 1236

2 DB-150lb.



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