

Rpt. 4b

REPORT ON OIL ENGINE MACHINERY.

No. 18968
17 Oct 1928

Date of writing Report 6.9.28 When handed in at Local Office 8th October 1928 Port of Greenock
No. in Survey held at Greenock Date, First Survey 22nd November 1927 Last Survey 8th October 1928
Reg. Book. Number of Visits 60

on the Single Screw vessel M S "Winton" Tons Gross
Triple Net
Built at Greenock By whom built W. Hamilton & Co. Ltd. Yard No. 404 When built 1928
Engines made at Greenock By whom made John Macrae & Co. Engine No. 1730 When made 1928
Donkey Boilers made at Aman By whom made Bochran (Aman) Ltd. Boiler No. 10785 When made 1928
Brake Horse Power 1950 Owners The Avenue Shipping Co. Ltd. Port belonging to London
Nom. Horse Power as per Rule 443 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
Trade for which vessel is intended Foreign

INTERNAL ENGINES, &c.—Type of Engines B & W Type 2 or 4 stroke cycle 4 Single or double acting Single
Maximum pressure in cylinders 500 Diameter of cylinders 630 m/m Length of stroke 1300 m/m No. of cylinders 8 No. of cranks 8
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 880 m/m Is there a bearing between each crank Yes
Revolutions per minute 105 Flywheel dia. 1930 Weight 1460 Means of ignition Compression Kind of fuel used Diesel
Crank Shaft, dia. of journals as per Rule 412.5 m/m as fitted 420 Crank pin dia. 420 m/m Crank Webs Mid. length breadth shrunk Thickness parallel to axis 240 m/m
Flywheel Shaft, diameter as per Rule 412.5 m/m as fitted 420 Intermediate Shafts, diameter as per Rule 11.85 as fitted 12 Thrust Shaft, diameter at collars as per Rule 12.44 as fitted 12.12
Tube Shaft, diameter as per Rule 13.18 as fitted 13.34 Is the tube shaft fitted with a continuous liner Yes
Bronze Liners, thickness in way of bushes as per Rule 3/4 as fitted 3/4 Thickness between bushes as per rule 5/8 as fitted 5/8 Is the after end of the liner made watertight in the propeller 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 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. 15' 0" Pitch 11' 3" No. of blades 4 Material Bronze whether Moveable No Total Developed Surface 70 sq. feet
Method of reversing Engines air Is a governor or other arrangement fitted to prevent racing of the engine when detached Yes Means of lubrication Forced
Thickness of cylinder liners 36/46 m/m Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with non-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
Cooling Water Pumps, No. 2 at 100 tons per hour Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes
Bilge 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 2 at 140 tons per hour & one at 73 tons per hour
How driven Electric Motor

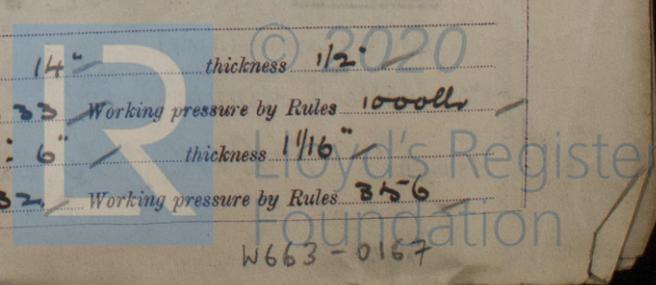
Ballast Pumps, No. and size one 170 tons per hour Lubricating Oil Pumps, including Spare Pump, No. and size 2 at 40 tons per hour
Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps, No. and size:—In Machinery Spaces 2 at 2 3/4" 1 at 2 1/2" 2 at 5" Tunnel Well 1.2 1/2"
In Holds, &c. 90 1 2 2 3/4" 90 2. 2 3/4" Deep Tank 2.6. 2.2 1/4" 90 3. 2. 2 3/4" 90 4. 2. 2 3/4" Tunnel Well 1.2 1/2"
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 at 5"
Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes Are the Bilge Suctions in the Machinery Spaces led 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 sized 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
What pipes pass through the bunkers None How are they protected —
What pipes pass through the deep tanks None Have they been tested as per Rule Yes
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 Yes Is it fitted with a watertight door Yes worked from UPPER PLATFORM
If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork Yes

Main Air Compressors, No. one No. of stages 3 Diameters 150-675.440 m/m Stroke 420 m/m Driven by Main Engine
Auxiliary Air Compressors, No. 3 No. of stages 3 Diameters 40-232-260 m/m Stroke 320 m/m Driven by Diesel Engine
Small Auxiliary Air Compressors, No. one No. of stages 2 Diameters 34-106 m/m Stroke 80 m/m Driven by Steam
Scavenging Air Pumps, No. — Diameter — Stroke — Driven by —

Auxiliary Engines crank shafts, diameter as per Rule see lbs Rept. as fitted —
IR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes
Can the internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces manhole
Is there a drain arrangement fitted at the lowest part of each receiver Yes

High Pressure Air Receivers, No. 2 Cubic capacity of each 200 lbs Internal diameter 14" thickness 1/2"
Seamless, lap welded or riveted longitudinal joint seamless Material S Range of tensile strength 29,33 Working pressure by Rules 1000 lbs
Starting Air Receivers, No. 2 Total cubic capacity 880 Internal diameter 6' 6" thickness 1 1/16"
Seamless, lap welded or riveted longitudinal joint TRODSS Material S Range of tensile strength 28/32 Working pressure by Rules 356

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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

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

see list attached

The foregoing is a correct description, FOR JOHN G. KINCAID & COY. LIMITED

W. C. Carter

Manufacturer.

Dates of Survey while building: During progress of work in shops - (1924) Nov. 22, Dec. 5, 9, (1928) Jan. 16, 14, 19, 20, Feb. 2, 9, 10, 22, Mar. 5, 19, 20, April 3, 4, 5, 9, 20, 23, 30, May 2, 4, 8, 10, 11, 16, 28, 31, July 12, 14, 20, 21, 25, 26, Aug. 1, 8, 10, 14, 14, 20, 23, 28, 29, 30, Sept. 4, 4, 11, 13, 14, 19, 25, Oct. 2, 3, 8. Total No. of visits 60.

Dates of Examination of principal parts - Cylinders 23. 4. 28 Covers 4. 4. 28 Pistons 4. 5. 28 Rods 4. 5. 28 Connecting rods 4. 5. 28 Crank shaft 16. 5. 28 Flywheel shaft 23. 7. 28 Thrust shaft 23. 7. 28 Intermediate shafts 14. 7. 28 Tube shaft 1. 8. 28 Propeller 14. 4. 28 Stern tube 14. 4. 28 Engine seatings 30. 7. 28 Engines holding down bolts 29. 8. Completion of fitting sea connections 30. 7. 28 Completion of pumping arrangements 25. 9. 28 Engines tried under working conditions 3. 10. 28

Crank shaft, Material \$ Identification Mark LR 130. W.G.M. Flywheel shaft, Material \$ Identification Mark LR 485 W.G.M. Thrust shaft, Material \$ Identification Mark LR 485 W.G.M. Intermediate shafts, Material \$ Identification Marks 1301.3949.11 Tube shaft, Material \$ Identification Mark 1339.7960 W.G.M. Screw shaft, Material \$ Identification Mark LR 4959 J.D.

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 & boiler 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, & are under working conditions found satisfactory. The machinery is eligible in my opinion for the record of T.M.C. 10 28 & notation of DB 10045

Vertical stamp: G.R.E.E.N.O.C.K. (The Surveyors are requested not to write on or below the space for Committee's Minutes)

The amount of Entry Fee ... £ 5. 0. 0 Special ... £ 95. 19. 0 (air renewal) Fee ... £ 8. 8. 0 Travelling Expenses (if any) £ : : When applied for, 1st OCTOBER 1928. When received, 1st OCT. 9. 8. 1928.

Committee's Minute GLASGOW 16 OCT 1928

Assigned + L.M.C. 10, 28

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



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CERTIFICATE WRITTEN 17