

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

21 OCT 1936

Date of writing Report 24. 9. 1936 when handed in at Local Office 16th OCTOBER. 1936 Port of Greenwich
 No. in Survey held at Greenwich Date, First Survey 16th JANUARY. 1936 Last Survey 14th OCTOBER 1936
 Reg. Book. S/S Arabian Prince (Number of Visits 64) Gross 1959.65
 on the S/S Arabian Prince Net 1035.09
 Built at Greenwich By whom built W. & A. Denny & Co. Ltd. Yard No. 4215 When built 1936
 Engines made at Greenwich By whom made John Kincaid & Co. Ltd. Engine No. 649 When made 1936
 Boilers made at ditto By whom made ditto Boiler No. 649 When made 1936
 Registered Horse Power - Owners Princial Ltd & (London & Co. Ltd) Port belonging to London.
 Horse Power as per Rule 319 Is Refrigerating Machinery fitted for cargo purposes yes Is Electric Light fitted yes
 Intended for which Vessel is intended Foreign

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 90
 No. of Cylinders 3 Length of Stroke 36" No. of Cranks 3
 Crank shaft, dia. of journals 10.452 as per Rule 11.18 as fitted 11.5/8" Crank pin dia. 11.5/8" Crank webs shrunk Thickness parallel to axis 6.3/4"
 Intermediate Shafts, diameter as per Rule 10.24 as fitted 10.7/8" Thrust shaft, diameter at collars as per Rule 10.452 as fitted 11.1/8"
 Shafts, diameter as per Rule 11.39 as fitted 12" Is the tube shaft fitted with a continuous liner yes
 Liners, thickness in way of bushes as per Rule .645 as fitted .3/4" Thickness between bushes as per Rule .475 as fitted .9/16" 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 -
 Is the space charged with a plastic material insoluble in water and non-corrosive -
 Is an approved Oil Gland or other appliance fitted at the after end of the tube -
 Length of Bearing in Stern Bush next to and supporting propeller 48"
 No. of Blades 4 Material Bronze whether Movable No Total Developed Surface 60 sq. feet
 Pumps worked from the Main Engines, No. None Diameter - Stroke - Can one be overhauled while the other is at work -
 Pumps worked from the Main Engines, No. 2 Diameter 3 1/4" Stroke 2 1/2" Can one be overhauled while the other is at work yes
 Pumps, No. and size 2 WEIRS 6" x 8 1/2" x 16" Pumps connected to the Main Bilge Line { No. and size one WEIRS 10" x 9" x 24" How driven Steam
 Lubricating Oil Pumps, including Spare Pump, No. and size -
 independent means arranged for circulating water through the Oil Cooler -
 Pumps;—In Engine and Boiler Room 4 2 1/2" Florent. Recor 1-2" Terminal Well 1-2 1/2"
 In Holds, &c. 7 1. 2. 2 1/2" 2. 2 1/2" 2. 2 1/2" 2. 2 1/2" 2. 2 1/2"

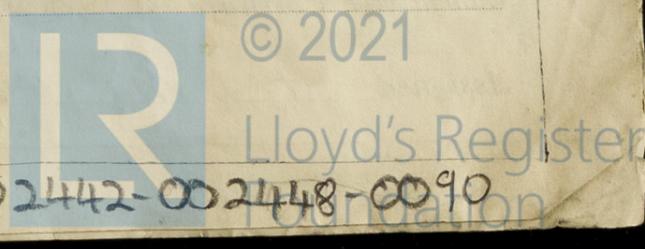
Water Circulating Pump Direct Bilge Suctions, No. and size one 4" Independent Power Pump Direct Suctions to the Engine Room Bilges, one 4"
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-bones yes
 Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges yes
 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 stokehold plates yes Are the Overboard Discharges above or below the deep water line Below
 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
 Pipes pass through the bunkers Bilge Suctions How are they protected steel casing
 Have they been tested as per Rule yes
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes
 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 U E R PLATFORM

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 4900 #
 Is the vessel fitted with a yes No. and Description of Boilers 2 Single Ended Working Pressure 220
 REPORT ON MAIN BOILERS NOW FORWARDED? yes
 DONKEY BOILER FITTED? no If so, is a report now forwarded? -
 Is a donkey boiler intended to be used for domestic purposes only -

PLANS. Are approved plans forwarded herewith for Shafting yes Main Boilers yes Auxiliary Boilers yes Donkey Boilers -
 Superheaters yes General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes
SPARE GEAR.
 Has the spare gear required by the Rules been supplied yes
 State the principal additional spare gear supplied Propeller shaft complete stamped HR. 6145 JDB. H 9. 36
Cast Iron Propeller

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

Robert Green Director. Manufacturer.



(1936) JAN. 16-30. MAR. 30. APRIL 2, 8, 15, 17. - MAY 5, 12, 14, 19, 24, 29. JUNE 2, 8, 9, 12, 15, 16, 19, 23, 25, 26, 29, 30. JULY 15, 24, 28, 29, 30, 31.

During progress of work in shops - - -

AUG. 3, 5, 7, 10, 11, 14, 19, 24, 29. SEPT. 1, 2, 3, 4, 7, 8, 10, 16, 17, 18, 21, 22, 23, 24, 26, 28, 29, 30. OCT. 1, 5, 7, 9, 12, 14.

Dates of Survey while building

During erection on board vessel - - -

Total No. of visits

64.

Dates of Examination of principal parts—Cylinders 7. 8. 36 Slides 11. 8. 36 Covers 7. 8. 36
 Pistons 19. 8. 36 Piston Rods 17. 6. 36 Connecting rods 19. 6. 36
 Crank shaft 30. 6. 36 Thrust shaft 29. 7. 36 Intermediate shafts 1. 9. 36
 Tube shaft ✓ Screw shaft 15. 8. 36 Propeller 15. 8. 36
 Stern tube 3. 8. 36 Engine and boiler seatings 10. 8. 36 Engines holding down bolts 28. 9. 36
 Completion of fitting sea connections 2. - 9. 36
 Completion of pumping arrangements 28. 9. 36 Boilers fixed 28. 9. 36 Engines tried under steam - 14. 10. 36
 Main boiler safety valves adjusted 5. 10. 36 Thickness of adjusting washers PV 17/32 SV 23/64 Super 2 1/4 PY 7/16 SV 37/64 Super 1 1/2
 Crank shaft material S Identification Mark LR 6145 WGM Thrust shaft material LR 6145 WGM Identification Mark LR 6145 WGM
 Intermediate shafts, material S Identification Marks LR 6145 JDB Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material S Identification Mark LR 6145 WGM Steam Pipes, material S Test pressure 660 lb^a ✓ Date of Test 28-9-36
 Is an installation fitted for burning oil fuel No Is the flash point of the oil to be used over 150°F. ✓
 Have the requirements of the Rules for the use of oil as fuel been complied with ✓
 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 ✓
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have 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 have been securely fitted on board. Tried under working conditions & found satisfactory. The machinery is eligible in my opinion for the record of LMC 10.36

The amount of Entry Fee ... £ 5- 0 : When applied for,
 Special ... £ 42- 19 : 17th Oct. 1936
 Donkey Boiler Fee ... £ ✓ : ✓ :
 Travelling Expenses (if any) £ : : 21.10 1936

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

Committee's Minute GLASGOW 20 OCT 1936

Assigned + LMC 10.36



The Surveyors are requested not to write on or below the space for Committee's Minute.