

# 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 16<sup>th</sup> OCTOBER. 1936 Port of Grenoble  
 No. in Survey held at Grenoble Date, First Survey 16<sup>th</sup> JANUARY. 1936 Last Survey 14<sup>th</sup> OCTOBER 1936  
 Reg. Book. S/S Arabian Prince (Number of Visits 64) Gross 1959.65 Tons  
 on the S/S Arabian Prince Net 1035.09  
 Built at P. Glasgow By whom built W. Hamilton & Co. Ltd. Yard No. 425 When built 1936  
 Engines made at Grenoble By whom made John Kincaid & Co. Ltd. Engine No. 649 When made 1936  
 Boilers made at Grenoble By whom made John Kincaid & Co. Ltd. Boiler No. 649 When made 1936  
 Registered Horse Power 319 Owners Prima Luit & Co. Ltd. Port belonging to London  
 Is Refrigerating Machinery fitted for cargo purposes yes Is Electric Light fitted yes  
 For which Vessel is intended Foreign

**ENGINES, &c.—Description of Engines** Triple Expansion Revs. per minute 90  
 of Cylinders 19-31-55 Length of Stroke 36 No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals 10.452 as per Rule 11.18 as fitted 11.18 Crank pin dia. 11.5/8 Crank webs Mid. length breadth 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 11.18  
 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 0.645 as fitted 0.64 Thickness between bushes as per Rule 0.475 as fitted 0.475 Is the after end of the liner made watertight in the 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  
 Is an approved Oil Gland or other appliance fitted at the after end of the tube yes  
 Length of Bearing in Stern Bush next to and supporting propeller 48  
 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  
 No. and size 2. WEIRS 6" x 8 1/2" x 18" Pumps connected to the Main Bilge Line No. and size one WEIRS 10" x 9" x 24"  
 How driven Steam How driven Steam  
 Pumps, No. and size one 10" x 9" x 24" Lubricating Oil Pumps, including Spare Pump, No. and size —  
 Are independent means arranged for circulating water through the Oil Cooler — Suctions, connected to both Main Bilge Pumps and Auxiliary —  
 Pumps;—In Engine and Boiler Room 4 2 1/2 Florent. Recm 1-2" Tunnel Well. 1-2 1/2"  
 In Holds, &c. 7 1/2 2. 2 1/2 7 1/2 2. 2 1/2 2. 2 1/2 Gross Suction 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, —  
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes  
 Are the 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  
 Are they fitted with Valves or Cocks Both  
 Are the Overboard Discharges above or below the deep water line Below  
 Are the Blow Off Cocks fitted with a spigot and brass covering plate yes  
 How are they protected steel casing  
 Have they been tested as per Rule yes  
 Are the Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes  
 Is the Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from U E R PLATFORM

**BOILERS, &c.—(Letter for record S)** Total Heating Surface of Boilers 4900  
 Forced Draft fitted 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? —

Donkey boiler intended to be used for domestic purposes only —

**PLANS.** Are approved plans forwarded herewith for Shafting yes Main Boilers yes Auxiliary Boilers — Donkey Boilers —  
 (If not state date of approval)

Superheaters yes General Pumping Arrangements yes Oil fuel Burning Piping Arrangements —

## SPARE GEAR.

Has the spare gear required by the Rules been supplied yes  
 State the principal additional spare gear supplied Propeller Shaft complete stamped H.R. 6145 J.D.B. 4 9. 36  
Cast Iron Propeller

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

Robert Green

Director.

Manufacturer.



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Lloyd's Register

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(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 21/4. PV 7/16 SV 37/64 Super 11/32  
 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. ✓ 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, 14th Oct. 1936.  
 Special ... £ 42- 19 :  
 Donkey Boiler Fee ... £ 1- 1 : When received, 21.10.1936  
 Travelling Expenses (if any) £ : : 22/10

Committee's Minute GLASGOW 20 OCT 1936  
 Assigned + LMC 1036

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