

No. 25171

11 0 NOV 1954

Received at London Office

Date of writing Report To 16/6/54 When handed in at Local Office 28/6/1954 Port of GREENOCK

No. in Survey held at GREENOCK Date, First Survey 28/5/52 Last Survey 14/6/1954

Rea. Book. Number of Visits 55

✓ on the ^{Single}~~Twin~~ Screw vessel "FOUNTAINS ABBEY"

Tons { Gross ✓
Net ✓

Built at	ABERDEEN	By whom built	HALL RUSSELL & Co., LTD.	Yard No.	839	When built	1954
Engines made at	GREENOCK	By whom made	JOHN G. KINCAID & Co., LTD.	Engine No.	KP5	When made	1954
Donkey Boilers made at	✓	By whom made	✓	Boiler No.	✓	When made	✓
Brake Horse Power	Maximum ✓ Service 2400 2100	Owners	ASSOCIATED HUNTER LINES	Port belonging to	✓		
M.N. as per Rule	480 ✓	Is Refrigerating Machinery fitted for cargo purposes	✓	Is Electric Light fitted	YES		
Trade for which vessel is intended	OPEN SEA SERVICE						

OIL ENGINES, &c. — Type of engine KINCAID - POLAR 2 or 4 stroke cycle 2 Single or double acting SINGLE

Maximum pressure in cylinders 60 KGS/cm² Diameter of cylinders 500mm Length of stroke 700mm No. of cylinders 6 No. of cranks 6


Mean Indicated Pressure 6.5 KGS/cm² Span of bearings (i.e., distance between inner edges of bearings in way of a crank) 676mm Is there a bearing between each crank YES Revolutions per minute { Maximum ✓
Service 220

Flywheel dia. 1400mm Weight 1578.8 KGS. Moment of inertia of flywheel (kg. m. sec² or kg. cm²) 63.284 Means of ignition COMPⁿ Kind of fuel used DIESEL

balance wts. () NONE FITTED

Crank Shaft, ~~Solid forged~~ [✓] Semi built dia. of journals as per Rule..... 330mm ✓ Crank pin dia. 330mm Crank webs Mid. length breadth. 635mm Thickness parallel to axis. 200mm
as fitted. Mid. length thickness. 200mm shrunk Thickness around eyehole. 108mm

Flywheel Shaft, diameter as per Rule ☒ 330mm Intermediate Shafts, diameter as per Rule ☒ 8 1/2" Thrust Shaft, diameter at collars as per Rule ☒ 350mm

Tube Shaft, diameter $\frac{1}{2}$ as per Rule $\frac{1}{2}$ Screw Shaft, diameter $\frac{1}{2}$ as per Rule $\frac{1}{2}$ Is the  screw shaft fitted with a continuous liner { No

Bronze Liners, thickness in way of bushes as per Rule.....☒..... **Thickness between bushes** as per Rule.....☒..... **Is the after end of the liner made watertight in the**
as fitted.....☒..... as fitted.....☒.....

propeller boss. ☒ If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner. ☒

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. ☒ If two liners are fitted, is the shaft lapped or protected between the liners. ☒ Is an approved Oil Gland fitted at the after end supporting propeller. ☒

end of stern tube YES If so, state type NO. 4 K 2541 Length of bearing in Stern Bush next to and supporting propeller 1 1/2

Propeller, dia. ✓ Pitch ✓ No. of blades ✓ Material ✓ whether moveable ✓ Total developed surface ✓ sq. feet 11.6

Moment of inertia of propeller including entrained water (lbs. in² or Kg.cm²)..... Kind of damper, if fitted..... **NONE**

Method of reversing Engines **DIRECT** Is a governor ~~used~~ fitted to prevent racing of the engine..... **YES**..... Means of

lubrication. FORCEP Thickness of cylinder liners. 38MM Are the cylinders fitted with safety valves. YES Are the exhaust pipes and silencers ~~water cooled~~

lagged with non-conducting material. <input checked="" type="checkbox"/>	If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being drawn back to the engine. <input checked="" type="checkbox"/>	Cooling Water Pumps, No. and how driven	Working F.W.
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S.W. Spare F.W. S.W. Is the sea suction provided with an efficient strainer which can be cleared within the vessel.....

Bilge Pumps worked from the Main Engines, No. and capacity..... Can one be overhauled while the other is at work.....
No. and capacity of each.....

Pumps connected to the Main Bilge Line (How driven.....)

Is the cooling water led to the bilges..... If so, state what special arrangements are made to deal with this water in addition to the bilge pump arrangements.....

Ballast Pumps, No. and capacity.....**Power Driven Lubricating Oil Pumps, including spare pump, No. and size**.....

Oil Cooler.....**Branch Bilge Suctions**.....

No. and size:—In machinery spaces..... In pump room.....

In holds, &c......

Are all the bilge suction pipes in holds and tunnel well fitted with strum-boxes..... Are the bilge suction in the machinery spaces led from easily accessible places.....

accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges.....

Are all Sea Connections fitted direct on the skin of the Ship..... Are they fitted with valves or cocks..... Are they fixed in position.....

Are they each fitted with a discharge valve always accessible on the plating of the vessel..... Are the blow off cocks fitted with a spigot and brass covering plate.....

What pipes pass through the bunkers..... How are they protected.....

What pipes pass through the deep tanks..... Have they been tested as per Rule.....

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 machine?

spaces, or from one compartment to another..... Is the shaft tunnel watertight..... Is it fitted with a watertight door..... worked from.....

If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork.....

Auxiliary Air Compressors, No. No. of stages diameters stroke driven by

Small Auxiliary Air Compressors, No. No. of stages diameters stroke driven by

Scavenging Air Pumps or Blowers, No. ONE - RING PISTON DISPLACEMENT PUMP How driven MAIN ENGINE.

Have they been made under survey..... Engine Nos.....

Auxiliary Engines Make name..... Position of each in engine room.....

Makers name _____ Report No. _____

002717-002724-0166

AIR RECEIVERS:—Have they been made under survey...

State No. of report or certificate

State full details of safety devices

Can the internal surfaces of the receivers be examined and cleaned

Is a drain fitted at the lowest part of each receiver

Injection Air Receivers, No.

Cubic capacity of each

Internal diameter

thickness

Seamless, welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure

Starting Air Receivers, No.

Total cubic capacity

Internal diameter

thickness

Seamless, welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure

IS A DONKEY BOILER FITTED

If so, is a report now forwarded

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for shafting 7/3/52

(If not, state date of approval)

Receivers

Separate fuel tanks

Donkey boilers

General pumping arrangements

Pumping arrangements in machinery space

Have Torsional Vibration characteristics been approved YES

Date and particulars of approval

SPARE GEAR.

Has the spare gear required by the Rules been supplied YES

State if for "short voyages" only

State the principal additional spare gear supplied THE COMPLETE LIST OF

SPARE GEAR SUPPLIED TO THIS VESSEL WAS
FORWARDED WITH THE MACHINERY F.E. REPORT
OF THE SISTER SHIP "WHITBY ABBEY."

For JOHN G. KINCAID & COY. LIMITED.

The foregoing is a correct description,

Chief Draughtsman.

Manufacturer.

Dates
of Survey
while
building

During progress of
work in shops

During erection on
board vessel

Total No. of visits

(1952) MAY 28 JULY 28 AUG. 1 OCT 24 29 NOV. 10 14 17 DEC. 3 19 (1953) FEB. 13 18 25 MAR. 4 30 APR. 8 10 22

MAY 1 8 11 18 20 26 27 JUNE 5 17 AUG. 3 SEPT. 11 NOV. 12 16 (1954) FEB. 26 MAR. 1 3 5 8 12 31 APR. 7 9 14 19 24 28 MAY 3 10

Dates of examination of principal parts—Cylinders

26/2/54 to 1/3/54

Covers 3/12/52 to 10/4/53

Pistons 3/8/53 to 8/3/54

Rods 10/4/53 to 11/6/53

Crank shaft

1/5/53

Flywheel shaft

Integral with Thrust shaft

28/3/52 to 1/5/53

Intermediate shafts

✓

Tube shaft

✓

Screw shaft

✓

Propeller

✓

Stern tube

✓

Engine seatings

✓

Engine holding down bolts

✓

Completion of fitting sea connections

✓

Completion of pumping arrangements

✓

Engine tried under

Shor

conditions 9/6/54

Crank shaft, material

F.S. N° 23272A

Identification mark

L.R. 23272

✓

Flywheel shaft, material

F.S. N° 23272A

Identification mark

L.R. 23272

Thrust shaft, material

As flywheel shaft

Identification mark

✓

Intermediate shafts, material

✓

Identification marks

✓

Tube shaft, material

✓

Identification mark

✓

Screw shaft, material

✓

Identification mark

✓

Identification marks on air receivers

Welded receivers, state Makers' Name

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

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

Full description of fire extinguishing apparatus fitted in machinery spaces

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

What is the special notation desired

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

YES

If so, state name of vessel "WHITBY ABBEY" GRK. REPORT N° 25151.

General Remarks

(State quality of workmanship, opinions as to class, Speed restrictions, &c.

THE MACHINERY OF THIS VESSEL

HAS BEEN CONSTRUCTED UNDER SPECIAL SURVEY IN ACCORDANCE WITH THE
APPROVED PLANS AND THE RULES OF THIS SOCIETY. THE MATERIALS AND THE
WORKMANSHIP ARE GOOD.

THE ENGINE, TESTED ON FULL LOAD FOR 6 HOURS WITH SATISFACTORY
RESULTS, HAS BEEN DESPATCHED TO ABERDEEN FOR INSTALLATION IN THE VESSEL

The amount of Entry Fee ...

£134-0-0

Special ...

When applied for 29th June 1954

Donkey Boiler Fee...

When received

19

Travelling Expenses (if any) £

H. K. Taylor.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

GLASGOW

6 JUL 1954

Assigned

Deferred for completion



Lloyd's Register
Foundation