

28 OCT 1936

pt. 4b.

# REPORT ON OIL ENGINE MACHINERY.

No. 20235

23 SEP 1936

Received at London Office

Date of writing Report 9.9.36 When handed in at Local Office 14th SEPT. 1936 Port of Greenock

Survey held at Greenock Date, First Survey 6th FEBRUARY 1936 Last Survey 15th SEPTEMBER 1936  
No. of Visits 35

on the MS "Dorset Coast" Tons { Gross 646  
Net 244

uilt at Greenock By whom built Greenock Dockyard & Co. Ltd. Yard No. 263 When built 1936

Engines made at Greenock By whom made John E. Macaulay & Co. Ltd. Engine No. 1102 When made 1936

Boilers made at Greenock By whom made Greenock Boiler No. - When made -

Horse Power 1000 Owners Coast Line Ltd. Port belonging to Liverpool

Horse Power as per Rule 824 Is Refrigerating Machinery fitted for cargo purposes - Is Electric Light fitted -

for which vessel is intended Foreign

ENGINES, &c.—Type of Engines Trunk Drive Solid Injection (B&W Type) 2 or 4 stroke cycle 4 Single or double acting Single

um pressure in cylinders 16 kg/cm Diameter of cylinders 1500 mm Length of stroke 900 mm No. of cylinders 6 No. of cranks 6

f bearings, adjacent to the Crank, measured from inner edge to inner edge 688 mm Is there a bearing between each crank Yes

tions per minute 108 Crank wheel dia. 1632 mm Weight 1568 kg Means of ignition Compression Kind of fuel used Diesel

Shaft, dia. of journals as per Rule 205 mm Crank pin dia. 310 mm Crank Webs shrunk Mid. length breadth 630 mm

eel Shaft, diameter as per Rule 305 mm Intermediate Shafts, diameter as per Rule 4" 66 Thrust Shaft, diameter at collars as per Rule 8.03

Shaft, diameter as fitted 310 mm as per Rule 8" 79 Is the 100 shaft fitted with a continuous liner Yes

ze Liners, thickness in way of bushes as fitted Thickness between bushes as fitted Is the after end of the liner made watertight in the

ter boss Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner -

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 -

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

eller, dia. 9'-6" Pitch 7'-9" No. of blades 4 Material Bronze whether Moveable No Total Developed Surface 31.8 sq. feet

od of reversing Engines air Is a governor or other arrangement fitted to prevent racing of the engine when disengaged Yes Means of lubrication

need Thickness of cylinder liners 32/36 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with

ducting 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 Exhaust

ing Water Pumps, No. 1 Duplex or Main Engine Is the sea suction provided with an efficient strainer which can be cleared within the vessel -

Pumps worked from the Main Engines, No. - Diameter - Stroke - Can one be overhauled while the other is at work -

ps connected to the Main Bilge Line { No. and Size 2. 2 1/2" Rotary How driven Electric

st Pumps, No. and size 2. 2 1/2" Rotary Lubricating Oil Pumps, including Spare Pump, No. and size 2 (1 Duplex 5' 9" 6" 70) 1. 305 mm

wo independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

ps, No. and size:—In Machinery Spaces

olds, &c.

pendent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-bores

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

all Sea Connections fitted direct on the skin of the ship

hey fixed sufficiently high on the ship's side to be seen without lifting the platform plates

hey each fitted with a Discharge Valve always accessible on the plating of the vessel

t pipes pass through the bunkers

t pipes pass through the deep tanks

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

e 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

If 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. No. of stages Diameters Stroke Driven by

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, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule as fitted

AIR 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 Manual

Is there a drain arrangement fitted at the lowest part of each receiver Yes

High Pressure Air Receivers, No. Cubic capacity of each Internal diameter thickness

Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

Starting Air Receivers, No. 2 Total cubic capacity 200 CF Internal diameter 4' 6" thickness 3/4"

Seamless, lap welded or riveted longitudinal joint Material Steel Range of tensile strength 29.33 Working pressure by Rules 365

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IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting (If not, state date of approval)

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

*[Handwritten notes and signatures]*  
The foregoing is a correct description,  
For JOHN G. KINCAID & CO. LIMITED  
*Robert Greer* Manufacturer.  
Director.

Dates of Survey while building  
During progress of work in shops -- (1936) FEB. 6-14-26. MAR. 5-11-18-24. APRIL 1-8-23. MAY 6-14-25. JUNE 3-8-9-15-23-25-26-29. JULY 15-23-24-28-30-31. AUG. 3-6-10-11-17-20. SEPT. 5-9  
During erection on board vessel --  
Total No. of visits 36

Dates of Examination of principal parts—Cylinders 24. 7. 36 Covers 24. 7. 36 Pistons 28. 7. 36 Rods Connecting rods 28. 7. 36  
Crank shaft 23. 7. 36 Propeller 23. 7. 36 Thrust shaft 23. 7. 36 Intermediate shafts 9. 9. 36 Tube shaft  
Screw shaft 5. 9. 36 Stern tube 5. 9. 36 Engine seatings Engines holding down bolts  
Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions  
Crank shaft, Material S Identification Mark LR 6104 WGM. Propeller shaft, Material S Identification Mark LR 6104 WGM  
Thrust shaft, Material S Identification Mark LR 6105 WGM Intermediate shafts, Material S Identification Marks LR 6104 WGM  
Tube shaft, Material ✓ Identification Mark Screw shaft, Material S Identification Mark LR 6104 J.D.B

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  
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 *yes* If so, state name of vessel *M/s Devon Coast. Lark R/L 18/20187*

General Remarks (State quality of workmanship, opinions as to class, &c.) *These engines have been built under special survey in accordance with the approved plans & the workmanship & material are of good quality. They have been tested on the shore & found satisfactory & have now been placed on board, but not allowed to run. I will return to Aberdeen for completion of fitting out. The machinery when fitted on board, and under working conditions of found satisfactory, will in my opinion be the gift for the record of LMC with date*

Certificate (if required) to be sent to  
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee £ 4 : - :  
Special ... 4/5 ... £ 44 : 16 : 16<sup>th</sup> SEPT. 1936.  
Survey Fee 1/5 ... £ 11 : 4 :  
Committee's Minute GLASGOW 22 SEP 1936  
Assigned *Deferred*

*W. Gordon Maclean*  
Engineer Surveyor to Lloyd's Register of Shipping.  
GLASGOW 27 OCT 1936  
See Glasgow Report No. 57496  
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