

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 Liverpool

Survey held at Liverpool Date, First Survey 6th FEBRUARY 1936 Last Survey 18th SEPTEMBER 1936
Number of Visits 35

on the Single Triple Quadruple Screw vessel M/S "Dorset Coast" Tons { Gross 646 Net 244

built at Andromau By whom built Andromau Dockyard Co. L^d Yard No. 263 When built 1936

engines made at Liverpool By whom made John Hancock & Co. L^d Engine No. 1102 When made 1936

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

Horse Power 1000 Owners Coast Line L^d 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 19 1/2" 35 7/16"

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

um pressure in cylinders 160 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 1632 mm wheel dia. 11568 kg Weight Compression Means of ignition Diesel Kind of fuel used Diesel

Shaft, dia. of journals 205 mm as per Rule 310 mm as fitted 310 mm Crank pin dia. 310 mm Crank Webs shrunk Mid. length breadth 630 mm Thickness parallel to axis 155 mm Thickness around eye hole 155 mm

eel Shaft, diameter 305 mm as per Rule 310 mm as fitted 310 mm Intermediate Shafts, diameter 4" 65 as per Rule 10" as fitted 10" Thrust Shaft, diameter at collars 8.03 as per Rule 310 mm as fitted 310 mm

Shaft, diameter 8" 79 as per Rule 10" as fitted 10" Is the no shaft fitted with a continuous liner 90 Lines

ze Liners, thickness in way of bushes as per Rule as fitted as per rule as fitted as per rule as fitted Is the after end of the liner made watertight in the

er 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 Yes

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 lagged

ng Water Pumps, No. Duple or Maudslayi 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 (1 Duplex 5' 9" x 6" 70) 1. 30 ltr

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 Yes Are the Bilge Suctions in the Machinery Spaces

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

all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Yes

hey fixed 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 Yes

hey 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

t pipes pass through the bunkers Yes How are they protected Yes

t pipes pass through the deep tanks Yes Have they been tested as per Rule Yes

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

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 Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Yes

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. 2 No. of stages 2 Diameters 12" Stroke 12" Driven by Electric

Auxiliary Air Compressors, No. 2 No. of stages 2 Diameters 12" Stroke 12" Driven by Electric

Small Auxiliary Air Compressors, No. 2 No. of stages 2 Diameters 12" Stroke 12" Driven by Electric

Scavenging Air Pumps, No. 2 Diameter 12" Stroke 12" Driven by Electric

Auxiliary Engines crank shafts, diameter as per Rule as fitted 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

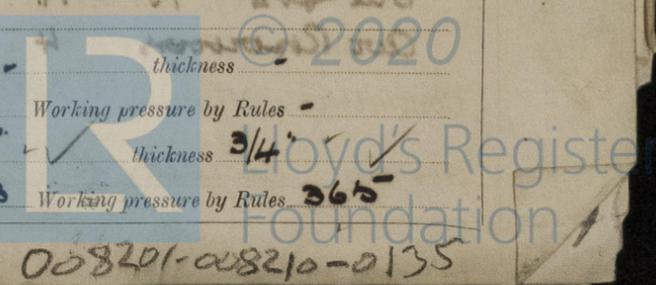
Is there a drain arrangement fitted at the lowest part of each receiver Yes

High Pressure Air Receivers, No. 2 Cubic capacity of each 200 CF Internal diameter 4' 6" thickness 3/4"

Seamless, lap welded or riveted longitudinal joint TRIDISS Material 3 Range of tensile strength 29, 33 Working pressure by Rules 365

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

Seamless, lap welded or riveted longitudinal joint TRIDISS Material 3 Range of tensile strength 29, 33 Working pressure by Rules 365



008201-008210-0135

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 in the upper section of the form.

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

John Greer

Director.

Manufacturer.

Dates of Survey while building: (1936) FEB. 6-14-26. MAR. 5-11-24. 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

Dates of Examination of principal parts: Cylinders 24. 9. 36. Covers 24. 7. 36. Pistons 28. 7. 36. Rods Connecting rods 28. 7. 36. Crank shaft 23. 7. 36. Wheel shaft 23. 7. 36. Thrust shaft 23. 7. 36. Intermediate shafts 9. 9. 36. Tube shaft. Screw shaft 5-9-36. Propeller 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.

Identification Marks: Crank shaft, Material S Identification Mark LR 6104 WGM. Wheel 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.

General Remarks: Is this machinery duplicate of a previous case? *Yes*. If so, state name of vessel: *M/S Devon Coast - Lark R/L 18/20184*. 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 be run until returned to Ardrossan for completion of fitting out. The machinery when fitted on board, and under working conditions of found satisfactory, with in my opinion be eligible for the record of L.M.C. 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 : - : When applied for, Special ... £ 44 : 16 : 16th SEPT. 1936. Survey Fee 1/5 .. £ 11 : 4 : When received, Committee's Minute (GLASGOW) £ 4 : 4 : 19th SEPT. 1936.

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 Lloyd's Register Foundation No. 57496.