

REPORT ON OIL ENGINE MACHINERY.

No. 20298.

Received at London Office

17 JAN 1937

Date of writing Report 14. 11. 36 When handed in at Local Office 31st DECEMBER 1936. Port of Genoa

No. in Survey held at Genoa Date, First Survey 4th FEBRUARY 1936 Last Survey 29th DECEMBER 1936
Reg. Book. Number of Visits 43

on the Single Triple Quadruple Screw vessel

M/S "San Basimiro"

Tons { Gross 8046
Net 4731

Built at Genoa By whom built Blythwood & Co. Ltd. Yard No. 43 When built 1936

Engines made at Genoa By whom made John & Knechtel Ltd. Engine No. 1199 When made 1936

Donkey Boilers made at ditto By whom made ditto Boiler No. 1196 When made 1936

Brake Horse Power 2800 Owners Eagle Oil Shipping Co. Ltd. Port belonging to London

Nom. Horse Power as per Rule 1503 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which vessel is intended Foreign

TYPE OF ENGINES, &c. Type of Engines Diesel Solid Injection under Pressure or 4 stroke cycle 4 Single or double acting Single

Maximum pressure in cylinders 600 Diameter of cylinders 650 mm Length of stroke 1400 mm No. of cylinders 8 No. of cranks 8

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 844 mm Is there a bearing between each crank Yes

Revolutions per minute 112 Flywheel dia. 2219 mm Weight 2.9 tons Means of ignition Compression Kind of fuel used Diesel

Crank Shaft, dia. of journals as per Rule 436 mm as fitted 460 mm Crank pin dia. 460 mm Crank Webs Mid. length breadth shrunk Thickness parallel to axis 264 mm Thickness around eye-hole 205 mm

Flywheel Shaft, diameter as per Rule 436 mm as fitted 18 1/4" Intermediate Shafts, diameter as per Rule 12.18 as fitted 21" Thrust Shaft, diameter at collars as per Rule 12.8 as fitted 18 1/4"

Tube Shaft, diameter as per Rule 13.5 as fitted 18" Is the tube screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule .42 as fitted 1/8" Thickness between bushes as per rule .54 as fitted 1 1/16" Is the after end of the liner made watertight in the

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

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 Yes

If two 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

haft No If so, state type Yes Length of Bearing in Stern Bush next to and supporting propeller 5' 0"

Propeller, dia. 15.9 Pitch 11.3 No. of blades 4 Material Brass whether Moveable No Total Developed Surface 83 sq. feet

Method of reversing Engines Air Is a governor or other arrangement fitted to prevent racing of the engine when decelerated Yes Means of lubrication

Forced Thickness of cylinder liners 40 to 48 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with

non-conducting 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 Funnel

Cooling Water Pumps, No. 2 Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter Rotary Stroke 3 1/2 Can one be overhauled while the other is at work Yes

Pumps connected to the Main Bilge Line { No. and Size 3 (2 at 3 1/2") } one 8" x 8" x 10" How driven Main Engine Auxiliary Steam Engine

Ballast Pumps, No. and size None Lubricating Oil Pumps, including Spare Pump, No. and size Two (one 40 tons) one 8 x 8 x 10"

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

Pumps, No. and size:—In Machinery Spaces 3 at 3 1/2"

in Holds, &c. 2 3 1/2" Tanks 2 8" in each Pump Rooms 4 3" Cofferdam 2 3"

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size Two 6"

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes Are the Bilge Suctions in the Machinery Spaces

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

Are all 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 platform plates Yes Are the Overboard Discharges above or below the deep water line Above

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

That pipes pass through the bunkers None How are they protected —

That pipes pass through the deep tanks — Have they been tested as per Rule —

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

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 machinery spaces, or from one

department to another Yes Is the Shaft Tunnel watertight None fitted If fitted with a watertight door — worked from —

On 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. Two No. of stages 2 DA Diameters 5' 11" Stroke 4" Driven by Steam Engine

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 —

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes

Are the internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces Manhole

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

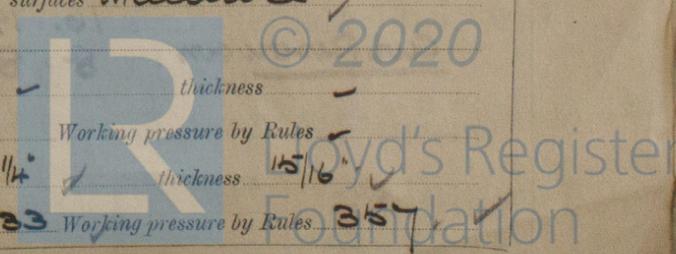
High Pressure Air Receivers, No. — Cubic capacity of each — Internal diameter — thickness —

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

Starting Air Receivers, No. 2 Total cubic capacity 800 CF Internal diameter 5'-10 1/4" thickness 15/16"

Unless, lap welded or riveted longitudinal joint TR+DBS Material S Range of tensile strength 29.33 Working pressure by Rules 357

W1138-0095



IS A DONKEY BOILER FITTED?

yes

If so, is a report now forwarded?

yes

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

yes

Receivers

yes

Separate Tanks

yes

Donkey Boiler

yes

General Pumping Arrangements

yes

Oil Fuel Burning Arrangements

yes

SPARE GEAR as per Rule

one Propeller shaft with bottom line complete
• stamped LR 6255 WGM. 14. 12. 36
also one cast iron Propeller & Glander heads
• Lums complete

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

W. Cairns

Director.

Manufacturer.

Dates of Survey while building
During progress of work in shops - (1936) FEB. 6-11-14-19-26 MAR. 5-11-17-24 APRIL 1-8-22 MAY 2-11-22-28 JUNE 1-9-11-15-21-29 JULY 23-24-28-31 AUG. 4-6-10-14-17-20-22-24 SEPT. 1-3-4-9-12-23-24-28
During erection on board vessel - - - OCT. 1-2-5-9-12-21-24-28-29-30 NOV. 2-4-13-16-23-30 DEC. 4-9-11-14-16-18-21-23-24-26-28-29
Total No. of visits 43.

Dates of Examination of principal parts—Cylinders 24-8-36 Covers 1-9-36 Pistons 2-11-36 Rods 2-11-36 Connecting rods 2-11-36

Crank shaft 24-7-36 Flywheel shaft ✓ Thrust shaft 11-12-36 Intermediate shafts 11-12-36 Tube shaft ✓

Screw shaft 11-12-36 Propeller 11-12-36 Stern tube 2-10-36 Engine seatings see sb Rpt Engines holding down bolts 4-12-36

Completion of fitting sea connections see sb Rpt. Completion of pumping arrangements 4-12-36 Engines tried under working conditions 30-12-36

Crank shaft, Material S Identification Mark LR 4980 WGM Flywheel shaft, Material ✓ Identification Mark ✓

Thrust shaft, Material S Identification Mark LR 6255 WGM Intermediate shafts, Material S Identification Marks LR 6255 WGM

Tube shaft, Material ✓ Identification Mark ✓ Screw shaft, Material S Identification Mark LR 6255 WGM

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

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

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 'SS San Colorado' Ent Rpt, 20240

General Remarks (State quality of workmanship, opinions as to class, &c.)

These Engines & Boilers have been built under special supervision in accordance with the approved plans & the workmanship & material are of good quality. They have now been securely fitted on board, tried under working conditions & found satisfactory.

The Machinery is eligible in my opinion for the record of L M C 12. 36 (Notation of Donkey boiler 180th)

The amount of Entry Fee ... £ 6 : - : When applied for,

Special ... £ 100 : 3 : 30th DEC. 1936

Donkey Boiler Fee ... £ 16 : 12 : When received,

Out Renewal ... £ 8 : 8 : 6. 1 1937

Committee's Minute GLASGOW 6-JAN 1937

Assigned + L M C 12, 36 DB-180th.

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



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