

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 19119

13 NOV 1929

Received at London Office

Date of writing Report

19. 9. 29

When handed in at Local Office

4th November 1929

Port of

Greenock

No. in Survey held at

Greenock

Date, First Survey

9th January 1929

Last Survey

6th November 1929

Reg. Book.

Number of Visits

83

Single
on the Trip
Screw vessel

S/S "Boumington Court"

Tons { Gross 909.01
Net 301.66

Built at

Greenock

By whom built

R. Duncan & Co. Ltd.

Yard No.

392

When built

1929

Engines made at

Greenock

By whom made

John & K. Macdonald & Co. Ltd.

Engine No.

1744

When made

1929

Donkey Boilers made at

ditto

By whom made

ditto

Boiler No.

1744

When made

1929

Brake Horse Power

2050

Owners

Court Line Ltd.

Port belonging to

London

Nom. Horse Power as per Rule

490

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which vessel is intended

Foreign

OIL ENGINES, &c.—Type of Engines

Boumington & Grain

2 or 4 stroke cycle

4

Single or double acting

Single

Maximum pressure in cylinders

500

Diameter of cylinders

440 mm

Length of stroke

1500 mm

No. of cylinders

6

No. of cranks

6

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge

1004 mm

Is there a bearing between each crank

Yes

Revolutions per minute

97

Flywheel dia.

2489 mm

Weight

2500 kg

Means of ignition

Compression

Kind of fuel used

Diesel

Crank Shaft, dia. of journals

as per Rule 440.2 mm

as fitted 485 mm

Crank pin dia.

485 mm

Crank Webs

Mid. length breadth

shrunk

Thickness parallel to axis

310 mm

Flywheel Shaft, diameter

as per Rule

Intermediate Shafts, diameter

as per Rule

13.64"

Thrust Shaft, diameter at collars

as per Rule

14.32"

Tube Shaft, diameter

as per Rule

Screw Shaft, diameter

as per Rule

15.12"

Is the

tube

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule

as fitted 7.56"

Thickness between bushes

as per Rule

as fitted 13/16"

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

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

shaft

No

If so, state type

Yes

Length of Bearing in Stern Bush next to and supporting propeller

62"

Propeller, dia.

16.0"

Pitch

Yes

No. of blades

4

Material

Bronze

whether Movable

No

Total Developed Surface

73 sq. feet

Method of reversing Engines

air

Is a governor or other arrangement fitted to prevent racing of the engine when disengaged

Yes

Means of lubrication

Forced

Thickness of cylinder liners

32/33 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

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.

Yes

Diameter

Stroke

Can one be overhauled while the other is at work

Yes

Pumps connected to the Main Bilge Line

No. and Size

2. 4" x 8" x 8" + 10" x 12" x 12"

How driven

Steam

Ballast Pumps, No. and size

one 10" x 12" x 12"

Lubricating Oil Pumps, including Spare Pump, No. and size

2. 4" x 10" + one 4" x 10" 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

6. 3"

Main Bilge 1. 2 1/4"

In Holds, &c.

90.1. 2

3 1/2"

90.2. 2

3 1/2"

90.3 (Deep Tank)

2. 3 1/2"

90.4 + 15. 2

3 1/2"

in each.

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

2. 2 1/2"

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

Yes

Are the Bilge Suctions in the Machinery Spaces

led 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

What pipes pass through the bunkers

None

How are they protected

What pipes pass through the deep tanks

Bilge suction

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

compartment to another

Yes

Is the Shaft Tunnel watertight

Yes

Is it fitted with a watertight door

Yes

worked from VER PLATFORM

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.

one

No. of stages

3

Diameters

150-645-450 mm

Stroke

460 mm

Driven by

Main Engine

Auxiliary Air Compressors, No.

one

No. of stages

3

Diameters

42 3/15-360 mm

Stroke

230 mm

Driven by

Steam

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

IR 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

manhole

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

Yes

High Pressure Air Receivers, No.

2

Cubic capacity of each

1504 ft³

Internal diameter

295 mm

thickness

15 mm

Seamless, lap welded or riveted longitudinal joint

Seamless

Material

S

Range of tensile strength

28-32

Working pressure by Rules

1000 lb

Starting Air Receivers, No.

2

Total cubic capacity

1070 ft³

Internal diameter

5-10 1/4 + 6-3/16"

thickness

3/32 - 1"

Seamless, lap welded or riveted longitudinal joint

Riveted

Material

S

Range of tensile strength

28-32

Working pressure by Rules

364 lb

W340-0114

IS ~~IT~~ 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)

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

see separate list attached

The foregoing is a correct description,

For JOHN G. KINCAID & CO. LIMITED.

Director.

Manufacturer.

Dates of Survey while building
During progress of work in shops - (1929) Jan 9-21 Feb 4-24 Mar 5-25 April 3-12 19-23 21 May 6-9 13-22 24-28 June 3-6 12-13 18-21 25-26 29-30 July 1-2 15-14 18-23 24-26 29-31 Aug 1-2 6-9 12-13 16-19 22-23 26-29 30-31 Nov 4-5 6
During erection on board vessel - 13-16 19-19 20-21 22-23 26-29 30 Sept 4-5 13-16 19-20 24 Oct 2-3 4-10 14-16 18-19 22-24 26-28 29-30 31 Nov 4-5 6
Total No. of visits 83

Dates of Examination of principal parts - Cylinders 12. 8. 29 Covers 2. 4. 29 Pistons 9. 8. 29 Rods 19. 8. 29 Connecting rods 12. 9. 29
Crank shaft 15. 4. 28 Flywheel shaft 24. 4. 29 Thrust shaft 24. 4. 29 Intermediate shafts 24. 4. 29 Tube shaft 14. 10. 29
Screw shaft 24. 4. 29 Propeller 24. 4. 29 Stern tube 16. 8. 29 Engine seatings 21. 8. 29 Engines holding down bolts 14. 10. 29
Completion of fitting sea connections 21. 8. 29 Completion of pumping arrangements 16. 10. 29 Engines tried under working conditions 6. 11. 29

Crank shaft, Material S Identification Mark LR 1444 WG M. Flywheel shaft, Material S Identification Mark LR 8385 WG M.
Thrust shaft, Material S Identification Mark LR 8385 WG M. Intermediate shafts, Material S Identification Marks LR 2131, 1838, 1566
Tube shaft, Material S Identification Mark LR 13120 WG M. Screw shaft, Material S Identification Mark LR 13120 WG M.

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

no

If so, have the requirements of the Rules 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, etc.)

The engine boiler has been built under special survey in accordance with the approved plans. The workmanship, material are of good quality. They are now securely fitted on board, and under working conditions, found satisfactory. The machinery is eligible in my opinion for the record of L M C 11-29. (Notation of Donkey Boilers 150lb)

The amount of Entry Fee ... £ 5 : 0 :
Special ... £ 98 : 10 :
Donkey Boilers Fee ... £ 13 : 10 :
Travelling Expenses (if any) £ 8 : 8 :
When applied for, 7th November 1929.
When received, 9th November 1929.

Committee's Minute GLASGOW

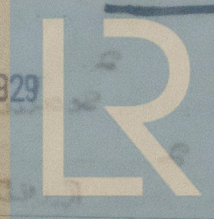
12 NOV 1929

TUE. 19 NOV 1929

Assigned + L M C 11-29

2DB-150lb

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



© 2020

Lloyd's Register Foundation