

REPORT ON OIL ENGINE MACHINERY.

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 Breewick

No. in Survey held at Breewick Date, First Survey 9th January 1929 Last Survey 6th November 1929
Reg. Book. Number of Visits 83

on the Single Screw vessel S/S "Bourmington Court" Tons { Gross 909.01
Net 301.66

Built at St. Petersburg By whom built R. Dureau Ld Yard No. 392 When built 1929
Engines made at Breewick By whom made John & McEaid Ld 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 Ld 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 Summitter & Grain 2 or 4 stroke cycle 4 Single or double acting Single

Maximum pressure in cylinders 500 Diameter of cylinders 440 m/m Length of stroke 1500 m/m No. of cylinders 6 No. of cranks 6
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 1004 m/m Is there a bearing between each crank Yes
Revolutions per minute 97 Flywheel dia. 2489 m/m Weight 2500 Kgs Means of ignition Compression Kind of fuel used Diesel
Crank Shaft, dia. of journals as per Rule 440.2 m/m as fitted 485 m/m Crank pin dia. 485 m/m Crank Webs Mid. length breadth shrunk Thickness parallel to axis 310 m/m
Flywheel Shaft, diameter as per Rule 13.64 as fitted 13.94 Thrust Shaft, diameter at collars as per Rule 14.32 as fitted 14.12
Tube Shaft, diameter as per Rule 14.94 as fitted 15.12 Is the tube shaft fitted with a continuous liner Yes
Screw Shaft, diameter as per Rule 15.12 as fitted 15.12
Bronze Liners, thickness in way of bushes as per Rule 1.56 as fitted 1.3/16 Thickness between bushes as per rule 1.564 as fitted 1.3/16 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 shaft NO If so, state type Yes Length of Bearing in Stern Bush next to and supporting propeller 62"

Propeller, dia. 16' 0" Pitch 32' No. of blades 4 Material Brass whether Moveable 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 m/m 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 Yes

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 4" x 8" x 8" + 10" x 12" x 12" Stroke 10" Can one be overhauled while the other is at work Yes
Pumps connected to the Main Bilge Line { No. and Size 2 How driven Steam

Bilge 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" + one 4" 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" 1 - 2 1/4"
In Holds, &c. 90.1 2 3 1/2" 90.2 2 3 1/2" 90.3 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 3 1/2"
Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-bones 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 tilting 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 None
What pipes pass through the deep tanks Bilge suction Have they been tested as per Rule Yes
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 None

Main Air Compressors, No. one No. of stages 3 Diameters 150-645-750 m/m Stroke 460 m/m Driven by Main Engine
Auxiliary Air Compressors, No. one No. of stages 3 Diameters 42 315-360 m/m Stroke 230 m/m 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 cu ft Internal diameter 295 m/m thickness 15 m/m
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 cu ft Internal diameter 5-10 1/4 + 6-3/16" thickness 3 1/2 - 1"
Seamless, lap welded or riveted longitudinal joint Riveted Material S Range of tensile strength 28-32 Working pressure by Rules 364 lb

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... Total No. of visits 83

Dates of Examination of principal parts... Crank shaft 15. 4. 28... Flywheel shaft 24. 4. 29...

Identification Mark LR 1144 WG M... LR 8385 WG M... 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...

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 machinery is eligible in my opinion for the record of L M C 11-29 (Notation of Donkey Boilers 150lb)

Survey Office

The amount of Entry Fee ... £ 5 : 0 : ... Special ... £ 98 : 10 : ... Donkey Boilers Fee ... £ 13 : 10 : ...

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

Committee's Minute GLASGOW 12 NOV 1929... Assigned + L M C 11-29... 2DB-150lb

