

REPORT ON OIL ENGINE MACHINERY.

No. 19403.

Received at London Office
Date of writing Report 9. 2. 34 When handed in at Local Office 9th FEBRUARY 1934 Port of Amurak
No. in Survey held at Amurak Date, First Survey 19th SEPTEMBER 1933 Last Survey 9th FEBRUARY 1934
Leg. Book. Amurak Number of Visits 13
on the Amurak M/S "Acuity" Tons { Gross 102.56
Triple } Screw vessel Net 109.58
Built at Amurak By whom built George Brown & Co Yard No. 185 When built 1934
Engines made at Newbury By whom made Newbury Diesel Co Engine No. 643 When made 1934
Donkey Boilers made at Amurak By whom made Amurak Boiler No. — When made —
Brake Horse Power 400 Owners Fredrick T. Edwards & Co Port belonging to London
Nom. Horse Power as per Rule 112 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
Trade for which vessel is intended Coasting

L ENGINES, &c.—Type of Engines 2 H.P. 2 or 1 stroke cycle Single or double acting Single
Maximum pressure in cylinders Diameter of cylinders Length of stroke No. of cylinders No. of cranks
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge Is there a bearing between each crank
Revolutions per minute Flywheel dia. Weight Means of ignition Kind of fuel used
Crank Shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank Webs Mid. length breadth Thickness parallel to axis
as fitted Mid. length thickness shroud Thickness around eyehole
Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted Thrust Shaft, diameter at collars as per Rule as fitted
Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted { shaft fitted with a continuous liner }
Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as fitted Is the after end of the liner made watertight in the
propeller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
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 Is an approved Oil Gland or other appliance fitted at the after end of the tube
Length of Bearing in Stern Bush next to and supporting propeller
Propeller, dia. Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet
Method of reversing Engines Is a governor or other arrangement fitted to prevent racing of the engine when declutched Means of lubrication
Thickness of cylinder liners Are the cylinders fitted with safety valves Are the exhaust pipes and silencers water cooled or lagged with
non-conducting material 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. Is the sea suction provided with an efficient strainer which can be cleared within the vessel
Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
Pumps connected to the Main Bilge Line { No. and Size
Head dia. 1 1/2" 2 1/2" 3 1/2" 4 1/2" 5 1/2" 6 1/2" 7 1/2" 8 1/2" 9 1/2" 10 1/2" 11 1/2" 12 1/2" 13 1/2" 14 1/2" 15 1/2" 16 1/2" 17 1/2" 18 1/2" 19 1/2" 20 1/2" 21 1/2" 22 1/2" 23 1/2" 24 1/2" 25 1/2" 26 1/2" 27 1/2" 28 1/2" 29 1/2" 30 1/2" 31 1/2" 32 1/2" 33 1/2" 34 1/2" 35 1/2" 36 1/2" 37 1/2" 38 1/2" 39 1/2" 40 1/2" 41 1/2" 42 1/2" 43 1/2" 44 1/2" 45 1/2" 46 1/2" 47 1/2" 48 1/2" 49 1/2" 50 1/2" 51 1/2" 52 1/2" 53 1/2" 54 1/2" 55 1/2" 56 1/2" 57 1/2" 58 1/2" 59 1/2" 60 1/2" 61 1/2" 62 1/2" 63 1/2" 64 1/2" 65 1/2" 66 1/2" 67 1/2" 68 1/2" 69 1/2" 70 1/2" 71 1/2" 72 1/2" 73 1/2" 74 1/2" 75 1/2" 76 1/2" 77 1/2" 78 1/2" 79 1/2" 80 1/2" 81 1/2" 82 1/2" 83 1/2" 84 1/2" 85 1/2" 86 1/2" 87 1/2" 88 1/2" 89 1/2" 90 1/2" 91 1/2" 92 1/2" 93 1/2" 94 1/2" 95 1/2" 96 1/2" 97 1/2" 98 1/2" 99 1/2" 100 1/2" 101 1/2" 102 1/2" 103 1/2" 104 1/2" 105 1/2" 106 1/2" 107 1/2" 108 1/2" 109 1/2" 110 1/2" 111 1/2" 112 1/2" 113 1/2" 114 1/2" 115 1/2" 116 1/2" 117 1/2" 118 1/2" 119 1/2" 120 1/2" 121 1/2" 122 1/2" 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IS A DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

Is the donkey boiler intended to be used for domestic purposes only

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.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building
During progress of work in shops -
During erection on board vessel -
Total No. of visits

(1933) SEPT 19. OCT 18. DEC 15 18. (1934) JAN 12. 14. 22. 26. 29. FEB 5. 4. 9.

13

Dates of Examination of principal parts—Cylinders

Covers

Pistons

Rods

Connecting rods

Crank shaft

Flywheel shaft

Thrust shaft

Intermediate shafts

Tube shaft

Screw shaft

Propeller

18. 12. 33

Stern tube

Engine seatings

19. 9. 33

Engines holding down bolts

26. 1. 34

Completion of fitting sea connections

18. 12. 33

Completion of pumping arrangements

5. 12. 33

Engines tried under working conditions

7. 2. 34

Crank shaft, Material

Identification Mark

Flywheel shaft, Material

Identification Mark

Thrust shaft, Material

Identification Mark

Intermediate shafts, Material

Identification Marks

Tube shaft, Material

Identification Mark

Screw shaft, Material

Identification Mark

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

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with

Is this machinery duplicate of a previous case

If so, state name of vessel

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

These engines have now been securely fitted on board. tried under working conditions. found satisfactory. is in my opinion the best record of + L.M.C. 2. 34. as recommended in London Report No 99607. an notation of O.C. 2. 34.

The amount of Entry Fee

Special

Donkey Boiler Fee

Travelling Expenses (if any)

When applied for,
9 FEBRUARY 1934

When received,
31.3.1934

Committee's Minute GLASGOW 13 FEB 1934

Assigned

+ L.M.C. 2. 34.

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



Lloyd's Register
Foundation