

## REPORT ON OIL ENGINE MACHINERY.

No. 20030  
30 OCT 1935

Received at London Office

Date of writing Report 10 When handed in at Local Office 25-10-1935 Port of Greenock.

No. in Survey held at Greenock Date, First Survey 16<sup>th</sup> SEPTEMBER 1935 Last Survey 25<sup>th</sup> OCTOBER 1935.  
Reg. Book. Number of Visits SEVEN.

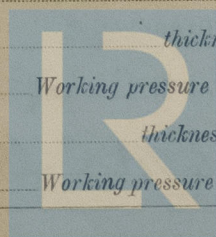
on the <sup>Single</sup> ~~Twain~~ <sup>Triple</sup> ~~Quadruple~~ Screw vessel "ACCRUITY" Tons { Gross 465.40.  
Net 236.64.

Built at Greenock By whom built George Brown & Co. Ltd Yard No. 190 When built 1935  
Engines made at Newbury By whom made Newbury Diesel Co. Ltd Engine No. 664 When made "  
Donkey Boilers made at None By whom made ✓ Boiler No. ✓ When made ✓  
Brake Horse Power 500 Owners F. J. Everard & Sons Ltd Port belonging to London.  
Nom. Horse Power as per Rule 140 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted yes.  
Trade for which vessel is intended Continental

**MAIN ENGINES, &c.**—Type of Engines Airless injection. 2 or 4 stroke cycle 2 Single or double acting SA  
Maximum pressure in cylinders 650 lbs. Diameter of cylinders ✓ Length of stroke ✓ No. of cylinders 5 No. of cranks 5  
Position of bearings, adjacent to the Crank, measured from inner edge to inner edge ✓ Is there a bearing between each crank yes  
Revolutions per minute 300. Flywheel dia. ✓ Weight ✓ Means of ignition ✓ Kind of fuel used Heavy Oil.  
Crank Shaft, dia. of journals as per Rule ✓ Crank pin dia. ✓ Crank Webs Mid. length breadth ✓ Thickness parallel to axis ✓  
as fitted ✓ M. d. length thickness ✓ Thickness around eyehole ✓  
Flywheel Shaft, diameter as per Rule ✓ Intermediate Shafts, diameter as per Rule ✓ Thrust Shaft, diameter at collars as per Rule ✓  
as fitted ✓ as fitted ✓ as fitted ✓  
Tube Shaft, diameter as per Rule ✓ Screw Shaft, diameter as per Rule 10.1991. Is the { tube } shaft fitted with a continuous liner { No liner.  
as fitted ✓ as fitted ✓ as fitted ✓  
Bronze Liners, thickness in way of bushes as per Rule ✓ Thickness between bushes as per rule ✓ Is the after end of the liner made watertight in the  
as fitted ✓ as fitted ✓  
Propeller boss ✓ the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ✓  
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  
If so, state type Newark Oil Gland ✓ 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 Air ✓ Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes. Means of lubrication  
oil ✓ Thickness of cylinder liners ✓ Are the cylinders fitted with safety valves yes. Are the exhaust pipes and silencers water cooled or lagged with  
non-conducting material yes. 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. 1-140<sup>mm</sup> DIA x 120<sup>mm</sup> SA. 1-2 CYL 125<sup>mm</sup> DIA x 120<sup>mm</sup> DA. Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes. ✓  
Large Pumps worked from the Main Engines, No. 2 SA Diameter 80<sup>mm</sup> Stroke 120<sup>mm</sup> Can one be overhauled while the other is at work yes. ✓  
Pumps connected to the Main Bilge Line { No. and Size 1-140<sup>mm</sup> DIA x 120<sup>mm</sup> SA. 1-80<sup>mm</sup> x 120<sup>mm</sup> SA } 1-2 CYL 125<sup>mm</sup> DIA x 120<sup>mm</sup> DA. ✓  
How driven Main Engine Aux Engine.  
Ballast Pumps, No. and size 1-2 CYL 125<sup>mm</sup> DIA x 120<sup>mm</sup> DA. ✓ Lubricating Oil Pumps, including Spare Pump, No. and size 2 Rotary. ✓  
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 4-2 1/2. 1-1 1/2. ✓  
Holds, &c. 2-2 1/2. ✓

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-2 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  
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 ✓  
What pipes pass through the bunkers None ✓ How are they protected ✓  
What pipes pass through the deep tanks None ✓ 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  
apartment to another. yes. ✓ Is the Shaft Tunnel watertight. ✓ Is it fitted with a watertight door. ✓ worked from ✓  
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. No. of stages Diameters Stroke Driven by  
Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by  
Small Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by  
Serving Air Pumps, No. Diameter Stroke Driven by  
Auxiliary Engines crank shafts, diameter as per Rule ✓ See Manchester RPT N° 8036. ✓  
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 handhole. ✓  
Is there a drain arrangement fitted at the lowest part of each receiver. yes. ✓  
High Pressure Air Receivers, No. None Cubic capacity of each Internal diameter thickness  
Seamless, lap welded or riveted longitudinal joint ✓ Material Range of tensile strength Working pressure by Rules  
Starting Air Receivers, No. 3 See Sheffield Test N° 5361 Internal diameter thickness  
Seamless, lap welded or riveted longitudinal joint ✓ Material Range of tensile strength Working pressure by Rules



© 2021

Lloyd's Register  
Foundation

011860-011868-0165



IS A DONKEY BOILER FITTED?

No

If so, is a report now forwarded? ✓

PLANS. Are approved plans forwarded herewith for Shafting

yes

Receivers

yes

Separate Tanks

yes

Donkey Boilers

✓

General Pumping Arrangements

yes

Oil Fuel Burning Arrangements

✓

SPARE GEAR checked & found in accordance with London Rft N° 101991.

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - -

(1935) SEPT. 16-25 OCT. 4-7-11-15-21

Total No. of visits

4

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

Stern tube

Engine seatings 16-9-35

Engines holding down bolts 4-10-35

Completion of fitting sea connections 16-9-35

Completion of pumping arrangements 21-10-35

Engines tried under working conditions 21-10-35

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. 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 yes. If so, state name of vessel SS "ASEITY"

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery of this vessel has been securely fitted on board, tried under working condition, & found satisfactory and is eligible in my opinion to be classed in the Register Book with record of survey + LMC 10.35 and have notation of TS-04 as recommended in Lon Rft N° 101991.

The amount of Entry Fee ... £ ✓ : :  
Special 15... £ 4 : 0 :  
Donkey Boiler Fee ... £ ✓ : :  
Travelling Expenses (if any) £ ✓ : :

When applied for,

When received,

Committee's Minute GLASGOW 29 OCT 1935

Assigned + LMC 10.35

J. Davey  
Engineer Surveyor to Lloyd's Register of Shipping.

© 2021  
Lloyd's Register  
Foundation