

REPORT ON OIL ENGINE MACHINERY.

No. 110,310

18 MAR 1942

Received at London Office 18 MAR 1942

Writing Report 2nd March 1942 When handed in at Local Office

19 Port of LONDON

Survey held at NEWBURY, BERKS.

Date, First Survey 29 May 1941

Last Survey 26 February 1942

Number of Visits 18

on the ^{Single} ~~Twin~~ ^{Triple} ~~Quadruple~~ Screw vessel *2/4 "ACCLIVITY."*Tons ^{Gross}
^{Net}

at GREENOCK.

By whom built G. BROWN & CO

Yard No. - When built 1931-12-20

made at NEWBURY.

By whom made NEWBURY DIESEL CO LTD

Engine No. 757 When made 1941.

Boilers made at ✓

By whom made ✓

Boiler No. ✓ When made ✓

Horse Power 400. ✓

Owners F.T. EVERARD & SONS LTD

Port belonging to LONDON.

Horse Power as per Rule 710 112

Is Refrigerating Machinery fitted for cargo purposes ✓

Is Electric Light fitted YES.

for which vessel is intended COASTAL.

ENGINES, &c. Type of Engines *Oil Engine. Simon D'Arcy* 2 or 4 stroke cycle 2 Single or double acting *Single.*

pressure in cylinders 700 lb Diameter of cylinders 320 mm Length of stroke 426 mm No. of cylinders 4 No. of cranks 5

bearings, adjacent to the Crank, measured from inner edge to inner edge 448 mm Is there a bearing between each crank *Yes.*as per minute 300 Flywheel dia. 900 mm Weight 1580 lb Means of ignition *Compression* Kind of fuel used *Diesel Oil.*shaft, dia. of journals as per Rule *Off.* Crank pin dia. 190 mm Crank Webs Mid. length breadth 252 mm Thickness parallel to axis *Solid.*

as fitted 190 mm Mid. length thickness 106 mm Thickness around eyehole

Shaft, diameter as per Rule *Off.* Intermediate Shaft, diameter as per Rule *Off.* Thrust Shaft, diameter at collars as per Rule *Off.*as fitted *5 1/2"* as fitted *130 mm.*

Screw Shaft, diameter as per Rule Is the tube screw shaft fitted with a continuous liner

as fitted

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

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

ers 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 Length of Bearing in Stern Bush next to and supporting propeller

dia. Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet

Reversing Engines *Direct.* Is a governor or other arrangement fitted to prevent racing of the engine when detached *Yes* Means of lubricationThickness of cylinder liners 32 mm Are the cylinders fitted with safety valves *Yes.* Are the exhaust pipes and silencers water cooled or lagged withing 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 ✓Water Pumps, No. *One* Is the sea suction provided with an efficient strainer which can be cleared within the vessel *Yes.*Pumps worked from the Main Engines, No. *Two* Diameter 110 mm Stroke 120 mm Can one be overhauled while the other is at work *Yes.*

connected to the Main Bilge Line No. and Size How driven

Lubricating Oil Pumps, including Spare Pump, No. and size *One, attached, 7.5 Tons/hr.*

Independent means arranged for circulating water through the Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

and size:—In Machinery Spaces In Pump Room

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

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

ly accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

sufficiently high on the ship's side to be seen without lifting the platform plates Are the Overboard Discharges above or below the deep water line

fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate

pass through the bunkers How are they protected

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

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

ment 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

to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

el, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Compressors, No. No. of stages Diameters Stroke Driven by

r Compressors, No. *One* No. of stages *One* Diameters 110 mm Stroke 110 mm Driven by *Levin Engine.*ary Air Compressors, No. *One* No. of stages Diameters Stroke Driven by *Levin Engine.*Air Pumps, No. *One* Diameter 23.7 ins. Stroke 16.78" (426 mm) Driven by *Main Engine.*

engines crank shafts, diameter as per Rule as fitted

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

al surfaces of the receivers be examined and cleaned Is a drain fitted at the lowest part of each receiver

ire Air Receivers, No. Cubic capacity of each Internal diameter thickness

elded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

Receivers, No. *One* Total cubic capacity *1000* Internal diameter *1000* Working pressure *1000* Actual

elded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

Actual

Working pressure by Rules

Actual

Working pressure by Rules

Actual

Working pressure by Rules

Actual

Working pressure by Rules

Actual

Working pressure by Rules

Actual

Working pressure by Rules

Actual

IS A DONKEY BOILER FITTED?

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 Shuffling
(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
For & on behalf of
THE NEWBURY DIESEL CO. LTD.

Manufacturer.

Dates of Survey while building
During progress of work in shops - 1941: May 29, June 26, July 24, Aug 7, 14, 21, Sept 4, 11, 26, Oct 10, 2, 23, 29, Nov 17, 27, Dec 10, (1942) Jan 2, Feb 26
During erection on board vessel -
Total No. of visits 18 (in shops)
Dates of Examination of principal parts - Cylinders 21.8.41 etc. Covers 21.8.41 etc. Pistons 18.9.41 etc. Rods 24.9.42. Connecting rods 24.9.42
Crank shaft 16.7.41 Flywheel shaft Thrust shaft 23.10.41 etc. Intermediate shafts 2.1.42 etc. Tube shaft
Screw shaft Propeller Stern tube Engine seatings Engines holding down bolts
Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions
Crank shaft, Material *Primus Steel* Identification Mark *LLOYDS 619* Flywheel shaft, Material Identification Mark *LLOYDS 619*
Thrust shaft, Material *Steel* Identification Mark *2312* Intermediate shaft, Material *G.H. Steel* Identification Marks *LLOYDS 6449*
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. *The machinery of this vessel has*

built under the Rules of the Society, of tested material & in accordance with the approved plans. The materials & workmanship are good.

The machinery has been forwarded to Seattle for installation board the vessel.

Note. The Thrust shaft forging was surveyed at the Forge by the British Corporation, but the shaft was accepted as the material didn't meet the Society's requirements (This became necessary owing to non-delivery of the forging & the machinery being urgently needed).

This machinery has now been fitted on board vessel under special supervision with satisfactory results. Main & auxiliary machinery tried under full working conditions with satisfactory results and machinery is eligible in our opinion to be classed.

The amount of Entry Fee ... £ 3.0.0
Special 2/3 of £ 27.10.0 ... £ 18.6.8
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ 5.9.2

When applied for,

18 MAR 1942

When received,

19

FRI. 22 MAY 1942

Committee's Minute

Assigned

See Lon. Rpt 110,403

Engineer Surveyor to Lloyd's Register of



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