

REPORT ON OIL ENGINE MACHINERY.

No. 19340.

16 DEC 1931

of writing Report 9th DECEMBER 1931. When handed in at Local Office 11-12-1931 Port of Greenock.in Survey held at GreenockDate, First Survey 22nd OCTOBER 1931 Last Survey 7th Dec 1931.

Number of Visits 16

on the Single
Triple
Quadruple

Screw vessel

"ACCLIVITY"

Tons { Gross 388.46.
Net 174at GreenockBy whom built G. Brown & Co. Ltd.

Yard No. 182 When built 1931.

ines made at NewburyBy whom made Plenty, Still Oil Eng. Co.

Engine No. 634 When made 1931.

Boilers made at GlasgowBy whom made J. Neilson & Sons

Boiler No. 4544 When made 1931.

Horse Power 250/245.

Owners F. J. Everard & Sons Ltd.Port belonging to London

Horse Power as per Rule 154

Is Refrigerating Machinery fitted for cargo purposes NoIs Electric Light fitted yes.for which vessel is intended Petroleum in bulk.

ENGINES, &c. Type of Engines

Heavy Oil2 or 4 stroke cycle 2 Single or double acting SA.n pressure in cylinders 450 lbs

Diameter of cylinders

Length of stroke

No. of cylinders

No. of cranks

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

ns per minute 300.

Flywheel dia.

Weight

Means of ignition Hot bulbKind of fuel used Diesel

Shaft, dia. of journals

as per Rule

Crank pin dia.

as fitted

Crank Webs

Mid. length breadth

Is there a bearing between each crank

Thickens parallel to axis

Shaft, diameter

as per Rule

SEE LONDON RPT NO 96913.

Intermediate Shafts, diameter

as per Rule

Thrust Shaft, diameter at collars

as per Rule

Shaft, diameter

as fitted

Screw Shaft, diameter

as per Rule

as fitted

Is the tube

screw

shaft fitted with a continuous liner

as fitted

Liners, thickness in way of bushes

as per Rule

as fitted

Thickness between bushes

as per rule

as fitted

Is the after end of the liner made watertight in the

boss

Yes.

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

or 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

If so, state type

Is an approved Oil Gland or other appliance fitted at the after end of the tube

r, dia.

Pitch

No. of blades

Material

whether Moveable

Total Developed Surface

sq. feet

of reversing Engines Gear

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

yes

Means of lubrication

Thickness of cylinder liners

Are the cylinders fitted with safety valves

No

Are the exhaust pipes and silencers water cooled or lagged with

ling 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

No

Water Pumps, No. 1-MAIN. 1-AUX.

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

yes

mps worked from the Main Engines, No. 6ME

Diameter 130

Stroke 120

Can one be overhauled while the other is at work

yes

connected to the Main Bilge Line

No. and Size

6ME-130" x 120"

6ME-125" x 120"

both 150 RPM.

How driven

Main EngineAux. Engine

Pumps, No. and size 1-10" x 9" x 10"

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

Multiple plunger, and spare parts.

Independent means arranged for circulating water through the Oil Cooler

NONE

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

o. and size: In Machinery Spaces

4-2 1/2"

In Pump Room 1-2"

1-6" in each compartment.

dent 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

easily 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

Are the Overboard Discharges above or below the deep water line

Are the Blow Off Cocks fitted with a spigot and brass covering plate

How are they protected

Have they been tested as per Rule

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

engagement 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

nt to another

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

worked from

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

Compressors, No. None

No. of stages

Diameters

Stroke

Driven by

Air Compressors, No. 1-Recall

No. of stages

2

Diameters

Stroke

Driven by 2SCSA Oil Engine

Auxiliary Air Compressors, No. None

No. of stages

Diameters

Stroke

Driven by

ng Air Pumps, No. None

Diameter

Stroke

Driven by

Engines crank shafts, diameter

as per Rule

as fitted

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

yes

Internal surfaces of the receivers be examined and cleaned

yes

Is a drain fitted at the lowest part of each receiver

yes

Pressure Air Receivers, No.

Cubic capacity of each

Internal diameter

thickness

lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure

by Rules

Actual

g Air Receivers, No.

SEE LONDON RPT NO 96913.

Total cubic capacity

Internal diameter

thickness

less, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure

by Rules

Actual

W1071-0066

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Lloyd's Register
Foundation

IS A DONKEY BOILER FITTED?

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

yes
No.

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

yes

General Pumping Arrangements

yes

Oil Fuel Burning Arrangements

yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied

yes

State the principal additional spare gear supplied

1 Cylinder head complete. 1 piston complete with
of rings. 1 Gudgeon pin. Studs & nuts for 1 cylinder head. 2 crank pin bolts
2 Main bearing bolts. 1 set of coupling bolts. 2 top end & 2 bottom end
brasses. Set of parts for 1 fuel pump. 1 set of crankcase door valves.
1 set of valves for circulating & bilge pumps. 1 set of skew wheels for
fuel pump drive. 1 set of fuel injection pipes.
Auxiliary Engine: 1 complete fuel valve & pump. 1 set of first
rings. 1 set of studs & nuts for cylinder head. 1 Gudgeon pin. 2 crank
bolts & nuts. 2 Main bearing bolts. 1 set of valves for general
service pump. 1 spare fuel pipe.

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

(1931) Oct. 22. 26. 24. Nov. 4. 10. 18. 25. 26. Dec. 1. 2. 3. 4. 5. 4

SEE LONDON RPT N° 96913.

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

26-10-31.

Engines holding down bolts

19-11-31

Completion of fitting sea connections

24-10-31.

Completion of pumping arrangements

19-11-31.

Engines tried under working conditions

4-12-31

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

✓

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

No

If so, state name of vessel

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

The machinery has now been
securely fitted on board the vessel and tried under
power with satisfactory results, and is eligible in my
opinion to be classed in the Register Book, as recommended
in London rpt N° 96913, and to have record of survey
+ LMC 12-31. and DB 180 lbs when the donkey boiler
safety valves have been examined, put in order, and adjusted
under steam.

The amount of Entry Fee .. £

1/5th Special ... £ 8 : 5

Donkey Boiler Fee ... £

Travelling Expenses (if any) £

When applied for,

02nd DECEMBER 1931

When received,

31.12.1931

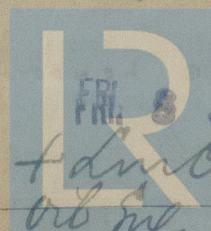
Committee's Minute

GLASGOW

15 DEC 1931

Assigned Defered.

Engineer Surveyor to Lloyd's Register of Shipping



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JAN 1932

Lloyd's Register

DB 180 lbs