

16 DEC 1931

4b.

REPORT ON OIL ENGINE MACHINERY.

No. 96913

Received at London Office 17 NOV 1931

Writing Report 17. 11. 1931. When handed in at Local Office

Port of London

Date, First Survey 16 Sept. 1931. Last Survey 16 Nov 1931.

Number of Visits 5

Survey held at Newbury

M.V. ACCLIVITY

Tons Gross 389
Net 174

Single
on the Twin
Triple
Screw vessel

Greenock

By whom built Messrs Geo. Brown & Co. Yard No. 182 When built 1931

By whom made Messrs. Plenty. Still Oil Engines Ltd. Engine No. 634 When made 1931

By whom made James Neilson & Sons Boiler No. 4544 When made 1931

Horse Power 250/275 Owners Messrs. J. T. Evers and 9 Sons Ltd. Port belonging to London

Horse Power as per Rule 153 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

for which vessel is intended Petroleum in bulk

ENGINES, &c. Type of Engines Heavy Oil 2 or 4 stroke cycle 2. Single or double acting S.A.

m pressure in cylinders 450 lb/sq. in. Diameter of cylinders 335 mm. Length of stroke 390 mm. No. of cylinders 5 No. of cranks 5

bearings, adjacent to the Crank, measured from inner edge to inner edge 425 mm. Is there a bearing between each crank Yes

ons per minute 300 Flywheel dia. 1050 mm. Weight 1 ton. Means of ignition Hot Spot Kind of fuel used Diesel

Shaft, dia. of journals as per Rule 146 mm. Crank pin dia. 174 mm. Crank Webs Mid. length breadth 205 mm. Thickness parallel to axis Solid

as fitted 174 mm. Mid. length thickness 100 mm. Thickness around eye-hole Ringed

el Shaft, diameter as per Rule CRANK SHAFT Intermediate Shafts, diameter as per Rule 120 mm. Thrust Shaft, diameter at collars as per Rule 126 mm.

as fitted 130 mm. as fitted 130 mm.

Shaft, diameter as per Rule 5.2" Is the screw shaft fitted with a continuous liner Yes

as fitted 5.3" as per rule 337" Is the after end of the liner made watertight in the

Liners, thickness in way of bushes as per Rule 450" Thickness between bushes as fitted 15/32"

as fitted 11/16" If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Yes

uer 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

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

er, dia. 5'-6" Pitch 3'-5" No. of blades 3 Material M. Bronze whether Moveable No Total Developed Surface 9 1/2 sq. feet

19-111 of reversing Engines Gear Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication

H-12 Eng. Driven Thickness of cylinder liners Are the cylinders fitted with safety valves No Are the exhaust pipes and silencers water cooled or lagged with

ucting material 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

umps worked from the Main Engines, No. One Diameter 130 mm. Stroke 120 mm. Can one be overhauled while the other is at work

connected to the Main Bilge Line No. and Size Two:- 130 mm x 120 mm @ 150 R.P.M.; 125 mm x 120 mm @ 150 R.P.M.

How driven One Main Engine D.A. and One Aux. Engine

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

independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

No. and size:- In Machinery Spaces In Pump Room

, &c.

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

he 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

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

fixed 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

each 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

es pass through the bunkers How are they protected

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

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

angement 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

ent 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

r Compressors, No. None No. of stages Diameters Stroke Driven by

y Air Compressors, No. 1 Reavell No. of stages 2 Diameters Standard Stroke Driven by 2 S.C.S.A. oil engine

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

ing Air Pumps, No. Diameter Stroke Driven by

y Engines crank shafts, diameter as per Rule 75 mm. as fitted 75 mm.

ECEIVERS:- Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes

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

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

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

Air Receivers, No. Two Total cubic capacity 18 1/2 cub. ft. Internal diameter 18" thickness 7/16"

ap welded or riveted longitudinal joint Riveted Material Steel Range of tensile strength 29/34 ton Working pressure by Rules

Actual 400 lb/sq. in.

W1071-0067

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 Shafting No
(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 Yes

State the principal additional spare gear supplied

The foregoing is a correct description,
For & on behalf of

THE PLENTY-STILL OIL ENGINES LIMITED,

Manufacturer.

Dates of Survey while building

During progress of work in shops - -	1931. Sept. 16.	Oct. 7.	20.	28.	Nov. 16.
	SECRETARY.				
	Total No. of visits. <u>5</u>				

Dates of Examination of principal parts—Cylinders 16/9/31 Covers 7.10.31 Pistons 7.10.31 Rods ✓ Connecting rods 7.10.31Crank shaft 16.9.31 Flywheel shaft CRANK SHAFT Thrust shaft 7.10.31 Intermediate shafts ✓ Tube shaft ✓Screw shaft 20.10.31 Propeller ✓ Stern tube 7.10.31 Engine seatings ✓ Engines holding down bolts ✓Completion of fitting sea connections ✓ Completion of pumping arrangements ✓ Engines tried under working conditions ✓Crank shaft, Material Mgot Steel Identification Mark LLOYDS N° 1653 JLS. 17-8-31 Flywheel shaft, Material CRANK SHAFT Identification Mark ✓Thrust shaft, Material Mgot Steel Identification Mark LLOYDS 74 MAB 94. 11-8-31 ACAC 7.10.31 Intermediate shafts, Material ✓ Identification Marks ✓Tube shaft, Material ✓ Identification Mark ✓ Screw shaft, Material Mgot Steel Identification Mark LLOYDS N° 103 S.A.L. 20-10-31

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 Yes If so, state name of vessel ASSIDUITY

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

This Machinery has been constructed under Special Survey, in accordance with the approved plans and Rule Requirements. The workmanship and materials so far as can be seen are good and in our opinion the machinery will be eligible for classification and record of + LMC (with date) when it has been installed, under the Society's survey, at Greenock, to which port it has been dispatched.

The amount of Entry Fee £ 33.0.0 When applied for, 17 NOV 1931
Special £ 41.5.0
Donkey Boiler Fee £ 5.16.6 When received, 18-4-1932
Travelling Expenses (if any) £ 5.16.6

Committee's Minute GLASGOW 15 DEC 1931Assigned See G.N.K. Rpt No. 19370

FRI. 8 JAN 1932

Engine Surveyor to Lloyd's Register of Shipping.

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Foundation