

REPORT ON OIL ENGINE MACHINERY.

No. 19516

-1 MAR 1933

Received at London Office

1 FEB 1933

pt. 4b.

of writing Report 24 Feb 1933.

When handed in at Local Office 25 Feb 1933.

Port of

Greenock.

Date, First Survey 19 Feb 1933. Last Survey 23 Feb 1933.

Number of Visits 5.

in Survey held at

Greenock.

Book.

Single Triple Quadruple Screw vessel

"ACTUOSITY"

Tons Gross 359.34 Net 146.94

at Greenock

By whom built G. Brown & Co Ltd

Yard No. 183 When built 1933

made at Newbury

By whom made Newbury Diesel Eng Co Ltd

Engine No. 39 When made 1933

Boilers made at

By whom made

Boiler No. When made

Horse Power 300

Owners J. Y. Everard & Sons Ltd

Port belonging to London

Horse Power as per Rule 139.

Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes.

for which vessel is intended Foreign

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

Pressure in cylinders 600 lb Diameter of cylinders Length of stroke No. of cylinders No. of cranks

Bearings, adjacent to the Crank, measured from inner edge to inner edge Is there a bearing between each crank

Revolutions per minute 300 Flywheel dia. Weight Means of ignition Kind of fuel used Diesel.

Shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank Webs Mid. length breadth Mid. length thickness Thickness parallel to axis shrunk Thickness around eye-hole

Intermediate Shafts, diameter as per Rule as fitted Thrust Shaft, diameter at collars as per Rule as fitted

Shaft, diameter as per Rule as fitted SEE LONDON RPT No 98484. Is the shaft fitted with a continuous liner No LINER.

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

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

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

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

Yes. 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

Kind of reversing Engines Air, direct. Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes. Means of lubrication

Ad. Thickness of cylinder liners Are the cylinders fitted with safety valves No Are the exhaust pipes and silencers water cooled or lagged with

Lubricating 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

Water Pumps, No. 1 Main & 1 Aux. Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes.

Pumps worked from the Main Engines, No. 2. S.A. Diameter 12.5 m Stroke 120 m Can one be overhauled while the other is at work Yes

connected to the Main Bilge Line No. and Size 1-125 x 120. How driven MAIN ENG. GEARED, MAIN ENG. DIRECT, AUX ENG. GEARED

at Pumps, No. and size 1-125 x 120 m 225 RPM, Lubricating Oil Pumps, including Spare Pump, No. and size Multiple plungers & spare parts.

Independent means arranged for circulating water through the Oil Cooler None. Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

No. and size:—In Machinery Spaces 3-2 1/2 In Pump Room

Is, etc. 2-2 1/2

endent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-2 1/2

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

in easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes.

Sea Connections fitted direct on the skin of the ship Yes. Are they fitted with Valves or Cocks both.

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

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 None.

Pipes pass through the bunkers None. How are they protected

Pipes pass through the deep tanks None. Have they been tested as per Rule

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

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

ment to another Yes. Is the Shaft Tunnel watertight None. Is it fitted with a watertight door worked from

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

Air Compressors, No. SEE LONDON RPT No 98484. No. of stages Diameters Stroke Driven by

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

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

Working Air Pumps, No. None Diameter Stroke Driven by

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

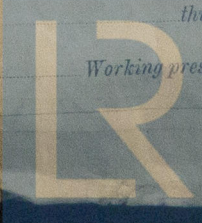
Can the internal surfaces of the receivers be examined and cleaned Yes. Is a drain fitted at the lowest part of each receiver Yes.

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 Actual

Starting Air Receivers, No. 2. Total cubic capacity Internal diameter thickness

Seamless, lap welded or riveted longitudinal joint SEE LONDON RPT. Material Range of tensile strength Working pressure by Rules Actual



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IS A DONKEY BOILER FITTED?

No.

If so, is a report now forwarded?

t. 4b.

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)

Yes

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Yes

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

Yes.

State the principal additional spare gear supplied

See attached list.

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

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 19-12-32 Engines holding down bolts 17-2-33

Completion of fitting sea connections 19-12-32 Completion of pumping arrangements 14-2-33 Engines tried under working conditions 23-2-33

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

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

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 Port of London Act 1848 with record of survey + LMC 2-33 and the notation of TS. OG.

The amount of Entry Fee .. £ .. ✓ : When applied for,

1/5 Special £ 6 : 19 : 25th FEBRUARY 1933

Donkey Boiler Fee £ .. ✓ : When received,

Travelling Expenses (if any) £ .. ✓ : 27-3-1933

Committee's Minute GLASGOW 28 FEB 1933

Assigned + LMC 2, 33

Engineer Surveyor to Lloyd's Register of Shipping.



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