

REPORT ON OIL ENGINE MACHINERY.

No. 19814
19 SEP 1934

Received at London Office

Writing Report 15th SEPTEMBER 1934 When handed in at Local Office 15th SEPTEMBER 1934 Port of Greenock
Survey held at Greenock Date, First Survey 20th JUNE 1934 Last Survey 12th SEPTEMBER 1934
Number of Visits 12

on the Single Triple Quadruple Screw vessel "GRIT" Tons { Gross 501.44
Net 254.31
at Greenock By whom built George Brown & Co Yard No. 188 When built 1934
made at Newbury By whom made Newbury Diesel Co. Ltd Engine No. 655 When made 1934
Boilers made at Greenock By whom made Greenock Boiler No. ✓ When made ✓
Horse Power 500 Owners J. Y. Everard & Sons Ltd. Port belonging to London
Horse Power as per Rule 140 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
which vessel is intended Coasting

CYLINDERS, &c.—Type of Engines Heavy Oil 2 or 4 stroke cycle 2 Single or double acting S.A.
Pressure in cylinders _____ Diameter of cylinders _____ Length of stroke _____ No. of cylinders _____ No. of cranks _____
Rings, adjacent to the Crank, measured from inner edge to inner edge _____ Is there a bearing between each crank _____
Revolutions per minute _____ Flywheel dia. _____ Weight _____ Means of ignition _____ Kind of fuel used _____
Shaft, dia. of journals _____ Crank pin dia. _____ Crank Webs _____ Mid. length breadth _____ Thickness parallel to axis _____
_____ M.d. length thickness _____ shrunk _____ Thickness around eye-hole _____
Shaft, diameter _____ Intermediate Shafts, diameter _____ Thrust Shaft, diameter at collars _____
_____ as per Rule _____ as fitted _____ as per Rule _____ as fitted _____
Shaft, diameter _____ Screw Shaft, diameter _____ Is the { tube } shaft fitted with a continuous liner { _____
_____ as per Rule _____ as fitted _____ as fitted _____

Liners, thickness in way of bushes _____ Thickness between bushes _____ Is the after end of the liner made watertight in the _____
_____ 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 _____
_____ Are the liners 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 ✓
dia. ✓ Pitch ✓ No. of blades ✓ Material _____ whether Moveable ✓ Total Developed Surface _____ sq. feet

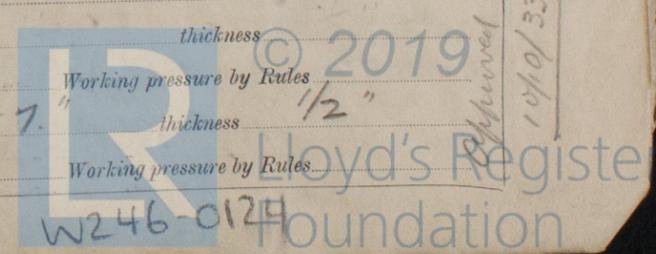
Reversing Engines _____ Is a governor or other arrangement fitted to prevent racing of the engine when declutched ✓ Means of lubrication _____
Thickness of cylinder liners _____ Are the cylinders fitted with safety valves ✓ Are the exhaust pipes and silencers water cooled or lagged with _____
insulating 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. 1-2 CYL 125" X 120" STROKE Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes ✓
worked from the Main Engines, No. 2 S.A Diameter _____ Stroke _____ Can one be overhauled while the other is at work Yes ✓
connected to the Main Bilge Line { No. and Size 1-140" DIA X 120" STROKE } MAIN ENGINE _____ } AUX ENGINE _____
How driven _____

Pumps, No. and size 1-2 CYL 125" DIA X 120" STROKE Lubricating Oil Pumps, including Spare Pump, No. and size 2 ROTARY ✓
Independent means arranged for circulating water through the Oil Cooler Yes ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge _____
No. and size:—In Machinery Spaces 4-2 1/2" 1-1 1/2" ✓
_____ 2-2 1/2" ✓

Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-2 1/2" ✓
Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes ✓ 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 Yes ✓
Connections fitted direct on the skin of the ship Yes ✓ Are they fitted with Valves or Cocks both ✓
located 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 ✓
pass through the bunkers None ✓ How are they protected _____
pass through the deep tanks None ✓ Have they been tested as per Rule _____

Accessories, 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 _____
to another Yes ✓ Is the Shaft Tunnel watertight None ✓ Is it fitted with a watertight door ✓ worked from _____
On the vessel, 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 _____
Air Compressors, No. _____ No. of stages _____ Diameters 100 399 Stroke _____ Driven by _____
Auxiliary Air Compressors, No. _____ No. of stages _____ Diameters _____ Stroke _____ Driven by _____
Boiling Air Pumps, No. _____ 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 Yes ✓ What means are provided for cleaning their inner surfaces handheld ✓
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. SAB SHEFFIELD CENT N° C 4883 1-7" Internal diameter _____ thickness 1/2" Working pressure by Rules _____
Seamless, lap welded or riveted longitudinal joint _____ Material _____ Range of tensile strength _____ Working pressure by Rules _____



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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*
(If not, state date of approval)
 Donkey Boilers General Pumping Arrangements *Yes* Oil Fuel Burning Arrangements

SPARE GEAR

Spare gear checked & found in accordance with Rm Rpt N° 100399.

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building
 During progress of work in shops - -
 During erection on board vessel - - (1934) June 20 July 30 August 7 11 21 23 24 29 31 Sept 5 11 12
 Total No. of visits 12

Dates of Examination of principal parts—Cylinders Covers Pistons Rods Crank shaft Flywheel shaft Thrust shaft Intermediate shafts Tube shaft
 Screw shaft Propeller 31-8-34. Stern tube Engine seatings 30-4-34 Engines holding down bolts 5-9-34
 Completion of fitting sea connections 30-4-34 Completion of pumping arrangements 5-9-34 Engines tried under working conditions 12-9-34
 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 "ANGULARITY"

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 conditions, and found satisfactory, and is eligible, in our opinion, to be classed in the Register Book, and to have record of survey \pm LMC 9.34 and the notation of TS-09 as recommended in Rm Rpt N° 100399.

Damage, stated to have been caused by Propeller striking a buoy after launching on Aug 11th 1934
 Vessel placed in Dry Dock one Beach of Propeller set back (Brown).
 Repair now done Propeller sent to the makers for faving. Propeller shaft drawn & tested in Lathe & found satisfactory

The amount of Entry Fee £ 4 : 0 :
 1/5th Special ... £ 4 : 0 :
 Damage ... £ 2 : 2 :
 Travelling Expenses (if any) £ ✓ : :
 When applied for, 13th SEPTEMBER 1934
 When received, 28-12 34

Committee's Minute GLASGOW 18 SEP 1934

Assigned + LMC 9.34



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CERTIFICATE WRITTEN

Certificate (if required) to be sent to
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)