

REPORT ON OIL ENGINE MACHINERY.

No. 108208

Date of writing Report 5 FEB 1940

When handed in at Local Office

5 FEB 1940

Port of

Received at London Office 5 FEB 1940

No. in Survey held at
Reg. Book.

Date, First Survey 5 April 1939 Last Survey 22 Nov. 1939

Number of Visits 13

Single
on the Twin
Triple
Quadruple
Screw vessel

"ALACRITY"

Tons { Gross
Net

Built at Goole By whom built Goole S.B. & Co. Ltd. Yard No. 347 When built
Engines made at Newbury By whom made Newbury Marine & Co. Ltd. Engine No. 726 When made
Donkey Boilers made at By whom made Boiler No. When made
Brake Horse Power 500 Owners Port belonging to
Nom. Horse Power as per Rule 139 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
Trade for which vessel is intended

MAIN ENGINES, &c.—Type of Engines Solus injection Type "L" 2 or 4 stroke cycle 2 Single or double acting SA
Maximum pressure in cylinders 700 lb. Diameter of cylinders 320 1/2 Length of stroke 42 1/2 No. of cylinders 5 No. of cranks 5
Position of bearings, adjacent to the Crank, measured from inner edge to inner edge 44 1/2 Is there a bearing between each crank Yes
Revolutions per minute 300 Flywheel dia. 900 1/2 Weight 885 lb. Means of ignition Compression Kind of fuel used Heavy oil
Crank Shaft, dia. of journals as per Rule as fitted 190 1/2 Crank pin dia. 190 1/2 Crank Webs Mid. length breadth 23 1/2 Thickness parallel to axis shrunk
Flywheel Shaft, diameter as per Rule as fitted Crank shaft Intermediate Shafts, diameter as per Rule as fitted 7 1/8 Thrust Shaft, diameter at collars as per Rule as fitted 7 1/2
Main Shaft, diameter as per Rule as fitted 6 1/2 Screw Shaft, diameter as per Rule as fitted 6 1/2 Is the main shaft fitted with a continuous liner No
Bronze 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
propeller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
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
two 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
ft Yes If so, state type Newark Length of Bearing in Stern Bush next to and supporting propeller
Propeller, dia. 6'-4" Pitch 3'-8 1/2" No. of blades 4 Material Brass whether Moveable No Total Developed Surface 14 1/2 sq. feet
Method of reversing Engines Revol. Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication
new Thickness of cylinder liners 32 1/2 Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with
conducting material If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine
Cooling Water Pumps, No. 1 @ 1157 x 120 D.A. Is the sea suction provided with an efficient strainer which can be cleared within the vessel
Ge Pumps worked from the Main Engines, No. 2 Diameter 110 1/2 Stroke 120 1/2 Can one be overhauled while the other is at work Yes
Pumps connected to the Main Bilge Line { No. and Size How driven
Hlast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size 1 @ 12 gals/min.
two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
Pumps, No. and size:—In Machinery Spaces In Pump Room
Holds, &c.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size
all the Bilge Suction pipes in Holds and Turret Well fitted with strainers Are the Bilge Suctions in the Machinery Spaces
from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges
all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks
they 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
they 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
at pipes pass through the bunks How are they protected
at pipes pass through the deep tanks Have they been tested as per Rule
all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times
the 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
partment to another Is the Shaft Tunnel watertight 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

MAIN AIR COMPRESSORS, No. No. of stages Diameters Stroke Driven by
Auxiliary Air Compressors, No. 1 No. of stages 1 Diameters 110 1/2 Stroke 110 1/2 Driven by main engine
all Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by
venting Air Pumps, No. 1 Diameter 600 1/2 D.A. Stroke 42 1/2 Driven by main engine
iliary 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
the internal surfaces of the receivers be examined and cleaned Is a drain fitted at the lowest part of each receiver
h Pressure Air Receivers, No. Cubic capacity of each Internal diameter thickness
less, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules Actual
ting Air Receivers, No. Total cubic capacity Internal diameter thickness
less, lap welded or riveted longitudinal joint Material Range of tensile strength 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 Shafting
(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 - -
During erection on board vessel - -
Total No. of visits

1939: Apr 5-20 May 11-18 June 1-8 July 20 Aug 24 Sept 20-28 Nov 2-16 22
13 (in shops)

Dates of Examination of principal parts—Cylinders 20/9/39 Covers 20/9/39 Pistons 20/9/39 Rods Connecting rods 20/9/39
Crank shaft 5/5/39 28/9/39 Flywheel shaft Thrust shaft 28/9/39 Intermediate shafts 5/10/39 Tube shaft
Screw shaft 22/11/39 Propeller Stern tube 12/10/39 Engine seatings Engines holding down bolts
Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions
Crank shaft, Material S Identification Mark 10357 P.K. Flywheel shaft, Material crank shaft Identification Mark
Thrust shaft, Material S Identification Mark 4229 TDS Intermediate shafts, Material S Identification Marks 4609 TD
Tube shaft, Material - Identification Mark Screw shaft, Material S Identification Mark 2030 TD

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 standard engine

General Remarks (State quality of workmanship, opinions as to class, &c.) This machinery has been built under special survey of best materials in accordance with approved plans. The workmanship is good.
The machinery has been forwarded to L.R. for installation in the vessel.

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

The amount of Entry Fee .. £ 3 : - :
Special 2/3 Fee .. £ 23 : 3/4 :
Donkey Boiler Fee .. £ : :
Travelling Expenses (if any) £ 5 : 5 : 1 :
When applied for, 5 - FEB 1940
When received, 1.5.40 R.P.A.

Committee's Minute
Assigned

FRI 15 MAR 1940

See H.L. 7E 50553

J. Deane

Engineer Surveyor to Lloyd's Register of Shipping



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