

REPORT ON OIL ENGINE MACHINERY.

No. 11456

29 JAN 1935

Received at London Office

Port of Belfast Date, First Survey 19 July 1934 Last Survey 22 Jan 1935

When handed in at Local Office 26-1-35 Number of Visits 59

Survey held at Belfast on the Acavus Screw vessel

By whom built Workman Clark 1928 Yard No. 536 When built 1935

By whom made R. W. Hawthorn Leslie & Co Engine No. 3823 When made 1935

Boiler No. When made 1935

By whom made Workman Clark 1928 Boiler No. When made 1935

Owners Anglo Saxon Petroleum Co Ltd Port belonging to London

Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted yes

Trade for which vessel is intended Carrying Oil in bulk

Maximum pressure in cylinders Diameter of cylinders Length of stroke No. of cylinders No. of cranks

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

Crank Shaft, dia. of journals Crank pin dia. Crank Webs Thickness parallel to axis

Intermediate Shafts, diameter Thrust Shaft, diameter at collars

Screw Shaft, diameter Is the shaft fitted with a continuous liner yes

Bronze Liners, thickness in way of bushes Thickness between bushes Is the after end of the liner made watertight in the

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

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

Length of Bearing in Stern Bush next to and supporting propeller 1600 sq. feet

Propeller, dia. 15-6 Pitch 11-0 No. of blades 4 Material Brass whether Moveable No. Total Developed Surface 78 sq. feet

Method of reversing Engines Is a governor or other arrangement fitted to prevent racing of the engine when declutched Means of lubrication

Are the cylinders fitted with safety valves Are the exhaust pipes and silencers water cooled or lagged with

Are the exhaust pipes and silencers water cooled or lagged with Is the suction provided with an efficient strainer which can be cleared within the vessel

Bilge Pumps worked from the Main Engines, No. 2 Diameter rotary 35-cm Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line How driven steam

Ballast Pumps, No. and size For pump room 1-50 tons Lubricating Oil Pumps, including Spare Pump, No. and size 2

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

Pumps, No. and size:—In Machinery Spaces 54 for 1-3 1/2" Port for 1-3 1/2" aft well 1-3 1/2" aft CO-1-5"

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-6" 1-6 1/2"

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

Are they fitted with Valves or Cocks Valves Are the Overboard Discharges above or below the deep water line above

Are they 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 yes

What pipes pass through the bunkers 1-5" coffee dam overboard aft. How are they protected

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

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

Is 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 compartment to another yes Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

If a 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. 2 No. of stages 2 Diameters 26-12" Stroke 18" Driven by Steam

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

Scavenging Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule See Greenock report N° 19867. Position

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

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

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

Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure

Starting Air Receivers, No. 2 Total cubic capacity 500 cu. ft. Internal diameter 60" thickness 7/8"

Seamless, lap welded or riveted longitudinal joint D.B.S. DR. Material Steel Range of tensile strength 28-32 tons Working pressure



IS A DONKEY BOILER FITTED? *Yes*

If so, is a report now forwarded? *Yes*

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

Steam driven auxiliaries

PLANS. Are approved plans forwarded herewith for Shafting No. *16-3-34* Receivers *Yes* Separate Tanks *Yes*

Donkey Boiler *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

2 sets coupling bolts for main shafting
1 set intermediate shaft coupling bolts
2 sets bottom end brasses with bolts
2 sets top end brasses with bolts
1 set main bearing bushes with bolts
8 Exhaust valves complete. 8 exh. valve seats
2 inlet valves and 2 relief valves complete
2 starting air valves complete
4 fuel pumps complete
2 cylinder heads & 2 pistons complete
3 fuel injection pipes

2 cylinder liners with extensions
1 piston rod, crosshead & guide shoe
12 piston bolts. 1 connecting rod.
66 piston rings.
2 fuel valve rollers pins & cams.
1 propeller shaft. 1 C.I. propeller
2 sets thrust pads
1 set driving gear wheels for camshaft
1 chain for camshaft drive
6 telescopic pipes
1/2 section of crankshaft. M.E.
24 boiler tubes & 2 stay tubes.
30 condenser tubes.

The foregoing is a correct description.

W. WORKMAN CLARK (1928) LIMITED.

J. Cunningham

Secretary. Manufacturer.

Dates of Survey while building	During progress of work in shops --	July 19 Aug 8, 9, 20, 21, 22, 23, 24, 27, 29, 31	Total No. of visits	59
	During erection on board vessel --	Sept 7, 10, Oct 8, 9, 11, 16, 17, 18, 19, 20, 25, 29, 30		
		Nov 7, 12, 15, 19, 22, 23, 26, 27, 30 Dec 5, 6, 9, 10, 11, 13, 14, 18, 20, 31 1935 Jan 2, 3, 4, 9, 10, 11, 12, 14, 15, 18, 19, 22, 23, 26, 27, 30		

Dates of Examination of principal parts—Cylinders	Covers	Pistons	Rods	Connecting rods
Crank shaft	Flywheel shaft	Thrust shaft	Intermediate shafts	30-10-34 Tube shaft
Screw shaft	9-8-34 Propeller	9-10-34 Stern tube	12-11-34 Engine seatings	21-11-34 Engines holding down bolts
Completion of fitting sea connections	21-11-34	Completion of pumping arrangements	15-1-35	Engines tried under working conditions
Crank shaft, Material	Identification Mark	Flywheel shaft, Material	Identification Mark	220408 N° 4411
Thrust shaft, Material	Identification Mark	Intermediate shafts, Material	Steel	Identification Marks
Tube shaft, Material	Identification Mark	Screw shaft, Material	Steel	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 *Oil Tanker* If so, have the requirements of the Rules been complied with *Yes*

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 Main and Auxiliary machinery has been efficiently installed and tried out at moored & sea trials with satisfactory results. In my opinion the vessel is eligible for Record in the Society's Register Book + LMC 1-35. CL. 1-DB 180lbs Electric Light. Oil Engines

An Interim Certificate issued in conjunction with hull report, copy attached to ship report.

The amount of Entry Fee	£ 8 : 8	When applied for,	16-1-1935
Special	£ 20-0-0	When received,	16-2-1935
1/5 fee (balance)			
Donkey Boiler Fee			
Travelling Expenses (if any)			

Charles J. Hunter
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE 12 FEB 1935

Assigned

+ LMC 1-35
DB-180lb

CERTIFICATE WRITTEN



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