

# REPORT ON OIL ENGINE MACHINERY.

No. 20030  
30 OCT 1935

Received at London Office

Date of writing Report 10 When handed in at Local Office 25-10-1935 Port of Greenock  
No. in Survey held at Greenock Date, First Survey 16<sup>th</sup> SEPTEMBER, 1935 Last Survey 25<sup>th</sup> OCTOBER, 1935  
No. of Visits SEVEN

on the Single Triple Quadruple Screw vessel " ACCURITY " Tons { Gross 465.40  
Net 236.64  
built at Greenock By whom built George Brown & Co. Ltd Yard No. 190 When built 1935  
Engines made at Newbury By whom made Newbury Diesel Co. Ltd Engine No. 664 When made "  
Donkey Boilers made at None By whom made "  
Boiler No. "  
Brake Horse Power 500 Owners F. J. Everard & Sons Ltd Port belonging to London  
Nom. Horse Power as per Rule 140 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
Trade for which vessel is intended Continental

**MAIN ENGINES, &c.**—Type of Engines Airless injection 2 or 4 stroke cycle 2 Single or double acting SA  
Maximum pressure in cylinders 650 lbs Diameter of cylinders ✓ Length of stroke ✓ No. of cylinders 5 No. of cranks 5  
Distance of bearings, adjacent to the Crank, measured from inner edge to inner edge ✓ Is there a bearing between each crank Yes  
Revolutions per minute 300 Flywheel dia. ✓ Weight ✓ Means of ignition ✓ Kind of fuel used Heavy Oil  
Crank Shaft, dia. of journals as per Rule ✓ as fitted ✓ Crank pin dia. ✓ Crank Webs Mid. length breadth ✓ Thickness parallel to axis ✓  
M.d. length thickness ✓ Thickness around eye-hole ✓  
Flywheel Shaft, diameter as per Rule ✓ as fitted ✓ Intermediate Shafts, diameter as per Rule ✓ as fitted ✓ Thrust Shaft, diameter at collars as per Rule ✓ as fitted ✓  
Main Shaft, diameter as per Rule ✓ as fitted ✓ Screw Shaft, diameter as per Rule ✓ as fitted ✓ Is the { tube { shaft fitted with a continuous liner { No liner  
Is the { screw }

**BRONZE LINERS**, thickness in way of bushes as per Rule ✓ as fitted Perfect 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 ✓  
If 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 ✓  
If 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 ✓  
If 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  
**METHOD OF REVERSING ENGINES** Star Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication ✓  
**INSULATING MATERIAL** Yes Thickness of cylinder liners ✓ Are the cylinders fitted with safety valves Yes 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 ✓

**COOLING WATER PUMPS**, No. 1-2 CYL. 125<sup>mm</sup> DIA x 120<sup>mm</sup> S.A. Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes  
**BILGE PUMPS** worked from the Main Engines, No. 2 SA Diameter 140<sup>mm</sup> Stroke 120<sup>mm</sup> Can one be overhauled while the other is at work Yes  
**PUMPS CONNECTED TO THE MAIN BILGE LINE** { No. and Size 1-140<sup>mm</sup> DIA x 120<sup>mm</sup> SA. 1-80<sup>mm</sup> x 120<sup>mm</sup> SA } 1-2 CYL. 125<sup>mm</sup> DIA x 120<sup>mm</sup> DA ✓  
How driven Main Engine } Aux Engine ✓

**WATER PUMPS**, No. and size 1-2 CYL. 125<sup>mm</sup> DIA x 120<sup>mm</sup> DA Lubricating Oil Pumps, including Spare Pump, No. and size 2 Rotary  
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 4-2 1/2. 1-1 1/2  
Holds, &c. 2-2 1/2

**DEPENDENT POWER PUMP DIRECT SUCTIONS** to the Engine Room Bilges, No. and size 1-2 1/2  
Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-bones Yes 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 Yes  
Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks both  
Are they 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  
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 ✓  
What pipes pass through the bunkers None How are they protected ✓  
What pipes pass through the deep tanks None 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 on 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. None No. of stages None Diameters None Stroke None Driven by None  
**AUXILIARY AIR COMPRESSORS**, No. None No. of stages None Diameters None Stroke None Driven by None  
**SMALL AUXILIARY AIR COMPRESSORS**, No. None No. of stages None Diameters None Stroke None Driven by None  
**REVENGING AIR PUMPS**, No. None Diameter None Stroke None Driven by None  
**AUXILIARY ENGINES** crank shafts, diameter as per Rule See Fondon RPT N: 101991 as fitted See Manchester RPT N: 8036

**AIR RECEIVERS**:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes  
Are the internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces handhole  
Is there a drain arrangement fitted at the lowest part of each receiver Yes  
**HIGH PRESSURE AIR RECEIVERS**, No. None Cubic capacity of each None Internal diameter None thickness None  
Material See Sheffield test N: 5361 Range of tensile strength None Working pressure by Rules None  
**WORKING AIR RECEIVERS**, No. 3 Total cubic capacity None Internal diameter None thickness None Working pressure by Rules None  
Material See Sheffield test N: 5361 Range of tensile strength None Working pressure by Rules None



IS A DONKEY BOILER FITTED? No

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting yes  
(If not, state date of approval)

Receivers yes

Separate Tanks yes

Donkey Boilers

General Pumping Arrangements yes

Oil Fuel Burning Arrangements

SPARE GEAR checked & found in accordance with London Rft N<sup>o</sup> 101991.

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops - - }  
{ During erection on board vessel - - } (1935) SEPT. 16-25 OCT. 4-7-11-15-21.  
Total No. of visits 4

Dates of Examination of principal parts—Cylinders Covers Pistons Rods Connecting rods

Crank shaft Flywheel shaft Thrust shaft See Lon. Rft N<sup>o</sup> 101991 Intermediate shafts Tube shaft  
Screw shaft Propeller Stern tube Engine seatings 16-9-35 Engines holding down bolts 4-10-35

Completion of fitting sea connections 16-9-35 Completion of pumping arrangements 21-10-35 Engines tried under working conditions 21-10-35

Crank shaft, Material Identification Mark Flywheel shaft, Material Identification Mark

Thrust shaft, Material Identification Mark See Lon. Rft N<sup>o</sup> 101991 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 SS "ASEITY"

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, & found satisfactory, and is eligible in my opinion to be classed in the Register Book with record of survey + LMC 10.35, and have notation of TS-04, as recommended in Lon Rft N<sup>o</sup> 101991.

21/10/35  
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The amount of Entry Fee ... £ ✓ : :  
Special Ys... ... £ 4 : 0 :  
Donkey Boiler Fee ... £ ✓ : :  
Travelling Expenses (if any) £ ✓ : :  
When applied for, 1935  
When received, 29-11-1935

Committee's Minute GLASGOW 29 OCT 1935

Assigned + LMC 10.35

J. Davey  
Engineer Surveyor to Lloyd's Register of Shipping.



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