

## REPORT ON OIL ENGINE MACHINERY

No. 102330

Date of writing Report

21 OCT 1935

When handed in at Local Office

21 OCT 1935

Port of

London

No. in Survey held at

Newbury

Date, First Survey

12 April 1935

Last Survey

27 Oct. 1935

Reg. Book.

Number of Visits

13

Single  
Triple  
Quadruple

Screw vessel

Sc. S. motor vessel ADAPTITY

Tons  
Gross  
Net

Built at

Yarmouth

By whom built

Yellows &amp; Co. Ld.

Yard No. 337

When built 1935

Engines made at

Newbury

By whom made

Newbury Diesel Co. Ld.

Engine No. 670

When made 1935

Donkey Boilers made at

By whom made

Boiler No. — When made —

Brake Horse Power

300

Owners

J. T. Everard &amp; Sons Ld.

Port belonging to

Nom. Horse Power as per Rule

84

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Yes

Trade for which vessel is intended

L ENGINES, &amp;c. Type of Engines Airless injection - boosted 2 or 4 stroke cycle 2. Single or double acting Single

Maximum pressure in cylinders 650 lb. Diameter of cylinders 320 mm Length of stroke 400 mm No. of cylinders 3 No. of cranks 3

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 448 mm Is there a bearing between each crank Yes

Revolutions per minute 300 Flywheel dia. 1000 mm Weight 35 cwt Means of ignition Compression Kind of fuel used Heavy oil

Crank Shaft, dia. of journals as per Rule 183.4 mm as fitted 190 mm Crank pin dia. 190 mm Crank Webs Mid. length breadth 252 mm Mid. length thickness 106 mm Thickness parallel to axis shrunk Thickness around eye hole

Flywheel Shaft, diameter as per Rule as fitted Crank Shaft Intermediate Shaft, diameter as per Rule 4.2" as fitted 5.4" Thrust Shaft, diameter at collars as per Rule 4.42" as fitted 130 mm

Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 4.9" as fitted 5.4" Is the tube screw shaft fitted with a continuous liner No. liners

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

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

Shaft Yes If so, state type Newark Length of Bearing in Stern Bush next to and supporting propeller 26 1/4"

Propeller, dia. 5'-7" Pitch 3'-2" No. of blades 3 Material Bronze whether Moveable Solid Total Developed Surface 10 1/2 sq. feet

Method of reversing Engines Eng. reversible by air actuated gear Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication

Forced Thickness of cylinder liners 32.5 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with

Non-conducting 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 Tunnel

Cooling Water Pumps, No. 1-125 mm dia x 120 mm Stroke 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. 1 Diameter 125 mm SA, Stroke 120 mm Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and Size 1. S.A. 125 x BORE 120 x STROKE: 1 DA. 125 x BORE 120 x STROKE

How driven MAIN ENGINE DIRECT &amp; AUX. ENGINE GEARED

Ballast Pumps, No. and size 1. DA. 125 mm dia x 120 mm Stroke Lubricating Oil Pumps, including Spare Pump, No. and size 2. Rotary. 8 gal. per min each

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 3 @ 2 1/2" In Pump Room

In Holds, &amp;c. 2 @ 2 1/2"

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

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

and 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 valves

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 yes

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

That pipes pass through the bunkers Fore peak &amp; Hold suction How are they protected by oil tight steel trunk

That 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. 1 No. of stages 1 Diameters 110 mm Stroke 150 mm Driven by M. Eng. at 300 R.P.M.

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

Small Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 110 mm - 45 mm Stroke 80 mm Driven by Aux. Eng. at 1000 R.P.M.

Scavenging Air Pumps, No. 3 Rotary Boosters Diameter Stroke Driven by Main Eng.

Auxiliary Engines crank shafts, diameter as per Rule as fitted See attached report on Eng. No. 2544/A.

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. 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. 3 Total cubic capacity 3 x 13 = 39 cu. ft. Internal diameter 19" thickness 1/2"

Seamless, lap welded or riveted longitudinal joint D.R. Tap. Material Steel Range of tensile strength 26/30 ton Working pressure by Rules Actual



IS A DONKEY BOILER FITTED?

No

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 5-6-35

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.

For & on behalf of

THE NEWBURY DIESEL CO. LTD.

The foregoing is a correct description,

SECRETARY, Manufacturer.

Dates of Survey while building  
During progress of work in shops -- 1935. Apr. 12, May 29, June 21, July 30, Aug 21, Sept 16, Oct 27 = 8 visits  
During erection on board vessel -- Sept 28, Oct 15, 17, 23, 27. 5 visits  
Total No. of visits 13

Dates of Examination of principal parts—Cylinders 21.6.35 Covers 30.7.35 Pistons 30.7.35 Rods — Connecting rods 30.7.35

Crank shaft 29.5.35 Flywheel shaft Clutch Thrust shaft 30.7.35 Intermediate shafts 16.9.35 Tube shaft

Screw shaft 16.9.35 Propeller Stern tube Engine seatings Engines holding down bolts

Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions

Crank shaft, Material 4.2. Steel Identification Mark LLOYDS 9354 P.K. 5-4-35 Flywheel shaft, Material Crank Shaft Identification Mark

Thrust shaft, Material 4.2. Steel Identification Mark LLOYDS 1962 CRR 11-1-35 9AL 30-7-35 Intermediate shafts, Material 4.2. Steel Identification Marks LLOYDS 2030 CRR 19-4-35 9AL 16-9-35

Tube shaft, Material Identification Mark Screw shaft, Material 4.2. Steel Identification Mark LLOYDS 2128 CRR 6-8-35 9AL 16-9-35

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 Brown 192. Newbury (ind 657 m)

General Remarks (State quality of workmanship, opinions as to class, &c. Workmanship good.

These main engines have been specially surveyed during construction and are in accordance with the approved plans and the Rules. The materials used have been made at works approved by the Committee and tested by the Surveyors to this Society. The main and auxiliary engines have been installed in the vessel in accordance with the requirements of the Rules & approved plans & afterwards tested under full working conditions and found satisfactory & eligible in our opinion to have the records of +L.M.C. 10.35 T.S. O.C.

Attached hereto. Fitting Certificate 5 in N°

Copy of Certificate for an receiver  
List of spare gear.

84 NP at 5% = £21.0.0.

The amount of Entry Fee .. £ 2 : 0 : 0

Special 4/5 of £21.0.0 £ 16 : 16 : 0

Donkey Boiler Fee ... £

Travelling Expenses (if any) £ 2 : 0 : 6

Committee's Minute

Assigned

When applied for, 21 OCT 1935

When received, 23 DEC 1935

When received, 27/10/36

When received, 20/11/36

When received, 22/4/36

When received, 31 DEC 1935

Geo. A. Paring, H. T. Gannett & Charles J. ...  
Engineer Surveyor to Lloyd's Register of Shipping



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