

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

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Date of writing Report 20th April 1939 When handed in at Local Office 21st April 1939 Port of GREENOCK.
 No. in Survey held at Port Glasgow Date, First Survey 10th FEBRUARY 1939 Last Survey 22nd Feb. 1939
 Reg. Book. S. S. "ADVISED" (Number of Visits 2) Tons Gross 6348
 on the S. S. "ADVISED"
 Built at Port Glasgow By whom built Lithgows Ltd. Yard No. 917 When built 1939-4.
 Engines made at Glasgow By whom made D. Rowan & Co. Ltd. Engine No. 1029 When made 1939
 Boilers made at Do. By whom made Do. Boiler No. 1029 When made 1939.
 Registered Horse Power — Owners Charente S.S. Co. Ltd. (J. J. Harrison) Port belonging to Liverpool
 Nom. Horse Power as per Rule — Is Refrigerating Machinery fitted for cargo purposes — Is Electric Light fitted —
 Trade for which Vessel is intended —

ENGINES, &c.—Description of Engines

Dia. of Cylinders — Length of Stroke — No. of Cylinders — Revs. per minute —
 Crank shaft, dia. of journals as per Rule Crank pin dia. — Crank webs Mid. length breadth No. of Cranks —
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner —
 Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule 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 —
 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 No If so, state type — Length of Bearing in Stern Bush next to and supporting propeller —
 Propeller, dia. — Pitch — No. of Blades 4 Material Bronze whether Moveable Yes Total Developed Surface — sq. feet
 Feed Pumps worked from the Main Engines, No. — Diameter — Stroke — Can one be overhauled while the other is at work —
 Bilge Pumps worked from the Main Engines, No. — Diameter — Stroke — Can one be overhauled while the other is at work —
 Feed Pumps, No. and size — Pumps connected to — No. and size —
 Main Bilge Pumps, No. and size — How driven —
 Lubricating Oil Pumps, including Spare Pump, No. and size —
 Are two independent means arranged for circulating water through the Oil Cooler — Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps, In Engine and Boiler Room
 In Pump Room — In Holds, &c. Nos 1, 2, 3, 4 & 5 holds each 2 @ 3 1/2"
Tunnel & hold wells each 1 @ 3"

Main Water Circulating Pump Direct Bilge Suctions, No. and size

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size — Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes —
 Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges —
 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 stokehold plates Yes Are the Overboard Discharges above or below the deep water line Both
 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 — 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 —
 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 — Is the Shaft Tunnel watertight — Is it fitted with a watertight door — worked from —

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers

Is Forced Draft fitted — No. and Description of Boilers — Working Pressure —

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

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 — Main Boilers — Auxiliary Boilers — Donkey Boilers —
 (If not state date of approval)Superheaters — General Pumping Arrangements — Oil fuel Burning Piping 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,

Manufacturer.

