

# 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. on the S. S. "ADVISER" (Number of Visits 2)

Built at Port Glasgow By whom built Lithgows Ltd. Yard No. 917 Tons Gross 6348  
Engines made at Glasgow By whom made D. Rowan & Co. Ltd. Engine No. 1029 When built 1939-4.  
Boilers made at Do. By whom made Do. Boiler No. 1029 When made 1939.  
Registered Horse Power \_\_\_\_\_ Owners Charter 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 \_\_\_\_\_ Thickness parallel to axis \_\_\_\_\_  
Intermediate Shafts, diameter as per Rule \_\_\_\_\_ Thrust shaft, diameter at collars as per Rule \_\_\_\_\_ Thickness around eye-hole \_\_\_\_\_  
Tube Shafts, diameter as per Rule \_\_\_\_\_ Screw Shaft, diameter as per Rule \_\_\_\_\_ Is the lube 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 \_\_\_\_\_  
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 \_\_\_\_\_  
                  { How driven \_\_\_\_\_ Main Bilge Line \_\_\_\_\_ How driven \_\_\_\_\_  
Ballast Pumps, No. and size \_\_\_\_\_ 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 stowhold 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 \_\_\_\_\_

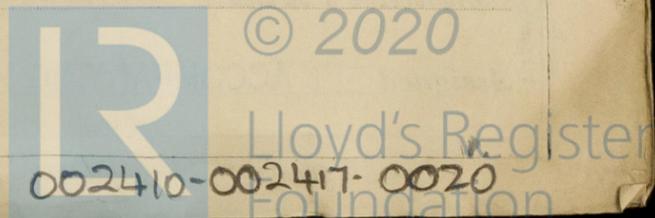
MAIN BOILERS, &c.—(Letter for record \_\_\_\_\_) Total Heating Surface of Boilers \_\_\_\_\_ Working Pressure \_\_\_\_\_  
Is Forced Draft fitted \_\_\_\_\_ No. and Description of Boilers \_\_\_\_\_  
IS A REPORT ON MAIN BOILERS NOW FORWARDED? \_\_\_\_\_  
IS A DONKEY BOILER FITTED? \_\_\_\_\_ If so, 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 \_\_\_\_\_  
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.



Date of writing

No. in Survey Reg. Book.

Built at

Engines made

Boilers made

Registered

Nom. Horse

Trade for

ENGINES

Dia. of Cyl

Crank shaft,

Intermediate

Tube Shafts

Bronze Line

propeller boss

If the liner do

If two liners

shaft

Propeller, d

Feed Pump

Bilge Pump

Feed (No

Pumps (Ho

Ballast Pum

Are two indep

Bilge Pump

In Pump Ro

Deep tan

Main Water

No. and size

Are the Bilge

Are all Sea

Are they fixe

Are they each

What Pipes p

What pipes p

Are all Pipes

Is the arrang

compartment

MAIN B

Is Forced

IS A R

IS A L

Is the donke

PLANS

Superheater

Has the spa

State the pr

one h

PILLARS

Centre Stiffen

Plating

STRINGER

Upper Stringer

Thickne in wa

Thickne in wa

Thickne

If Sheat

Second I Stringer

STRAK

FLAT PLATE I

BOTTOM PLAT of Strakes

BILGE PLATING Strakes ...

SIDE PLATING Strakes ...

UPPER DECK, strake in W

UPPER DECK, strake in B

STRAKE BELOW strake in W

STRAKE BELOW strake in B

POOP SIDE PL

BRIDGE SIDE I

FOREC'TLE SID

Total No. of

MIDSHIP B

COLLISION AFTER PE

STEEL.

During progress of work in shops - -

Dates of Survey while building (1939) FEB. 10. 22.

During erection on board vessel - - -

Total No. of visits 2.

Dates of Examination of principal parts—Cylinders Slides Covers

Pistons Piston Rods Connecting rods

Crank shaft Thrust shaft Intermediate shafts

Tube shaft Screw shaft Propeller

Engine and boiler seatings 10-2-39 Engines holding down bolts

Completion of fitting sea connections 22-2-39

Completion of pumping arrangements Boilers fixed Engines tried under steam

Main boiler safety valves adjusted Thickness of adjusting washers

Crank shaft material Identification Mark Thrust shaft material Identification Mark

Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark

Screw shaft, material Identification Mark Steam pipe, material Test pressure Date of Test

Is an installation fitted for burning oil fuel Is the flash point of the oil to be used over 150°F.

Have the requirements of the Rules for the use of oil as fuel 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 If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c. Fitting of stem tube, tail shaft, propeller & sea connections also engine & boiler seats examined & found satisfactory. The vessel was towed to Glasgow & have Machinery fitted.

Committee's Minute to be sent to

The amount of Entry Fee ... £	:	:	When applied for,
Special ... £	:	:	19
Donkey Boiler Fee ... £	:	:	When received,
Travelling Expenses (if any) £	:	:	19

Committee's Minute GLASGOW 25 APR 1939

Assigned SEE ACCOMPANYING MACHINERY REPORT.

*J. Boyle*  
 Engineer Surveyor to Lloyd's Register of Shipping.