

Rpt. 4.

REPORT ON MACHINERY

No. 40318

Received at London Office 4 MAY. 1921

Date of writing Report 16.8.20 When handed in at Local Office 30.8.20 Port of Glasgow 18th April 1921
No. in Survey held at Glasgow (Ardrossan) Date, First Survey 11th June Last Survey 5th July 1920
Reg. Book. on the S.S. 308 "Ardmore" (Number of Visits 23)
Master Built at Ardrossan By whom built Ardrossan S.B. & Co. Ltd. 308 Tons Gross 1679
Engines made at Greenock By whom made Vmcaid when made 706 Tons Net 1920
Boilers made at By whom made when made
Registered Horse Power Owners Cork S.S. Co. Port belonging to
Nom. Hors. Power as per Section 28 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

ENGINES, &c.—Description of Engines

Description of Engines			No. of Cylinders	No. of Cranks
Dia. of Cylinders	Length of Stroke	Revs. per minute	Dia. of Screw shaft as per rule as fitted	Material of screw shaft
Is the screw shaft fitted with a continuous liner the whole length of the stern tube			Is the after end of the liner made water tight	
in the propeller boss			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			Length of stern bush	
Dia. of Tunnel shaft as per rule as fitted	Dia. of Crank shaft journals as per rule as fitted	Dia. of Crank pin	Size of Crank webs	Dia. of thrust shaft under collars
Dia. of screw	Pitch of Screw	No. of Blades	State whether moveable	Total surface
No. of Feed pumps	Diameter of ditto	Stroke	Can one be overhauled while the other is at work	
No. of Bilge pumps	Diameter of ditto	Stroke	Can one be overhauled while the other is at work	
No. of Donkey Engines	Sizes of Pumps	No. and size of Suctions connected to both Bilge and Donkey pumps		
In Engine Room	5 @ 2 1/2	In Holds, &c. 1 @ 3 1/2 in N°2. 2 @ 2 1/2 N°1		
1 @ 2 1/2 F. Peak.				
No. of Bilge Injections	sizes	Connected to condenser, or to circulating pump	Is a separate Donkey Suction fitted in Engine room & size 2 1/2"	
Are all the bilge suction pipes fitted with roses		Yes	Are the roses in Engine room always accessible	
Are all connections with the sea direct on the skin of the ship		Yes	Are the sluices on Engine room bulkheads always accessible	
Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates		Yes	Are the Discharge Pipes above or below the deep water line	
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 are carried through the bunkers		None	How are they protected	
Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times		Yes		
Are the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges		Yes		
Is the Screw Shaft Tunnel watertight		Is it fitted with a watertight door	worked from	

BOILERS, &c.—(Letter for record) Manufacturers of Steel

Total Heating Surface of Boilers	Is Forced Draft fitted	No. and Description of Boilers
Working Pressure	Tested by hydraulic pressure to	Date of test
Can each boiler be worked separately	Area of fire grate in each boiler	No. of Certificate
each boiler	Area of each valve	Pressure to which they are adjusted
Smallest distance between boilers or uptakes and bunkers or woodwork	Mean dia. of boilers	Length
Thickness	Range of tensile strength	Material of shell plates
long. seams	Diameter of rivet holes in long. seams	Descrip. of riveting: cir. seams
Per centages of strength of longitudinal joint	Working pressure of shell by rules	Size of manhole in shell
Size of compensating ring	No. and Description of Furnaces in each boiler	Material
Length of plain part	Thickness of plates	Outside diameter
Working pressure of furnace by the rules	Combustion chamber plates: Material	No. of strengthening rings
Pitch of stays to ditto: Sides	Back	Top
Material of stays	Area at smallest part	Area supported by each stay
Material	Thickness	Pitch of stays
Area at smallest part	Area supported by each stay	Working pressure by rules
Thickness	Material of Lower back plate	Thickness
Diameter of tubes	Pitch of tubes	Material of tube plates
Pitch across wide water spaces	Working pressures by rules	Girders to Chamber tops: Material
thickness of girder at centre	Length as per rule	Distance apart
Working pressure by rules	Steam dome: description of joint to shell	% of strength of joint
Diameter	Thickness of shell plates	Material
Pitch of rivets	Working pressure of shell by rules	Crown plates

SUPERHEATER.

Type	Date of Approval of Plan	Tested by Hydraulic Pressure to
Date of Test	Is a Safety Valve fitted to each Section of the Superheater which can be shut off from the Boiler	
Diameter of Safety Valve	Pressure to which each is adjusted	Is Easing Gear fitted

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IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

SPARE GEAR. State the articles supplied:—

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops - - 1920 Jun 11 July 5 Oct 20 27 Nov 3 10 16 25 Dec 1 15 22 (1921) Jan 19 28 Feb 4 11 Mar 16 22 23 24 Apr 6
During erection on board vessel - - - Apr 11 18.
Total No. of visits - 23.

Is the approved plan of main boiler forwarded herewith

" " " donkey " " "

Dates of Examination of principal parts—Cylinders Slides Covers Pistons Rods
Connecting rods Crank shaft Thrust shaft Tunnel shafts Screw shaft Propeller

Stern tube Steam pipes tested Engine and boiler seatings 11-6-20 Engines holding down bolts

Completion of pumping arrangements 28-1-21 Boilers fixed 25-11-20 Engines tried under steam

Completion of fitting sea connections 5-7-20 Stern tube 5-7-20 Screw shaft and propeller 5-7-20

Main boiler safety valves adjusted Thickness of adjusting washers

Material of Crank shaft Identification Mark on Do. Material of Thrust shaft Identification Mark on Do.

Material of Tunnel shafts Identification Marks on Do. Material of Screw shafts Identification Marks on Do.

Material of Steam Pipes Test pressure

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 Section 49 of the Rules been complied with Yes

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.

Stern tube, screwshaft, propeller and scacocks fitted in satisfactory manner.

Vessel is proceeding to Greenock for machinery to be put on board.

This vessel returned to Ardrossan where oil fuel installation was completed

The machinery of this vessel is now eligible in our opinion for notification

+ LMC 4-21 & Fitted for oil fuel F.P. above 150°F. 4-21 as recommended in Greenock 1st Entry Rpt N° 14492.

Returning from trial trip this vessel it was stated sustained damage through grounding while entering Ardrossan Harbour. On examination in Dry dock, 3 blades of propeller were found damaged.

A new propeller was fitted, tail shaft tried for truth, crank, thrust, tunnel & tail shafts, stern tube and fastenings of underwater fittings all examined & found in good order. The machinery is now in as good and efficient condition as before the damage took place.

The amount of Entry Fee ... £ : : When applied for,

Special ... £ : : 14/3/1921.

Donkey Boiler Fee ... £ : : When received,

Travelling Expenses (if any) £ : : 5-5-19

Committee's Minute

GLASGOW

3-MAY 1921

Assigned + LMC 4, 21

Fitted for oil fuel 4, 31 F.P. above 150°F.

Engineer Surveyor to Lloyd's Register of Shipping.



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