

REPORT ON OIL ENGINE MACHINERY.

No. 19991.

Received at London Office

7 AUG 1935

Survey held at Greenock Date, First Survey 13th JUNE. 1935 Last Survey 1st August 1935
 Port of Greenock Number of Visits EIGHT

Survey held at Greenock Date, First Survey 13th JUNE. 1935 Last Survey 1st August 1935
 Port of Greenock Number of Visits EIGHT
 on the Single Screw vessel ARDVITY Tons { Gross 30341
 { Net 14293
 at Greenock By whom built George Brown & Co. Ltd. Yard No. 192 When built 1935
 s made at Newbury By whom made Newbury Diesel Co. Ltd Engine No. 654 When made "
 Boilers made at " By whom made " Boiler No. " When made "
 Horse Power 300 Owners J. Y. Everard & Sons Ltd Port belonging to London
 Horse Power as per Rule 84 Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted yes
 for which vessel is intended ✓

Engines, &c.—Type of Engines Heavy Oil. Solid injection 2 or 4 stroke cycle 2 Single or double acting SA
 pressure in cylinders ✓ Diameter of cylinders ✓ Length of stroke ✓ No. of cylinders ✓ No. of cranks ✓
 bearings, adjacent to the Crank, measured from inner edge to inner edge ✓ Is there a bearing between each crank ✓
 as per minute 300 Flywheel dia. ✓ Weight ✓ Means of ignition Compression Kind of fuel used Heavy Oil
 shaft, dia. of journals as per Rule Crank pin dia. ✓ Crank Webs Mid. length breadth Thickness parallel to axis ✓
as fitted ✓ ✓ Mid. length thickness shrunk Thickness around eyehole ✓
 Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule
as fitted as fitted as fitted as fitted
 Shaft, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner no liner
as fitted as fitted as fitted as fitted
 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
as fitted as fitted as fitted
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of 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 ✓
 ers 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 so, state type Newark Length of Bearing in Stern Bush next to and supporting propeller ✓
 dia. ✓ Pitch ✓ No. of blades ✓ Material ✓ whether Moveable ✓ Total Developed Surface ✓ sq. feet
 f reversing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication
 Thickness of cylinder liners ✓ Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with
 ing 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 ✓
 Water Pumps, No. Two Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes
 aps worked from the Main Engines, No. 1 SA Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓
 nected to the Main Bilge Line { No. and Size 1-14 1/2" x 120" SA 1-12 1/2" x 120" SA
 { How driven Main Engine aux Engine
 umps, No. and size 1-12 1/2" x 120" SA Lubricating Oil Pumps, including Spare Pump, No. and size ✓
 ependent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
 and size:—In Machinery Spaces 4-2 1/2" 1-1 1/2" gutterway suction
2-2 1/2" 1-1 1/2" gutterway suction
 nt Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-2 1/2"
 Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes Are the Bilge Suctions in the Machinery Spaces
 ily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges yes
 Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks Valves
 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
 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 ✓
 ass through the bunkers None How are they protected ✓
 ass through the deep tanks None Have they been tested as per Rule ✓
 , Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes
 ement 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
 o another yes Is the Shaft Tunnel watertight ✓ Is it fitted with a watertight door ✓ worked from ✓
 sel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork ✓
 ompressors, No. ✓ No. of stages ✓ Diameters ✓ Stroke ✓ Driven by ✓
 ir Compressors, No. ✓ No. of stages ✓ Diameters 10, 660 Stroke ✓ Driven by ✓
 ary Air Compressors, No. ✓ No. of stages ✓ Diameters ✓ Stroke ✓ Driven by ✓
 Air Pumps, No. ✓ Diameter ✓ Stroke ✓ Driven by ✓

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule yes

Internal surfaces of the receivers be examined yes What means are provided for cleaning their inner surfaces handhole

drain arrangement fitted at the lowest part of each receiver yes

Pressure Air Receivers, No. ✓ Cubic capacity of each ✓ Internal diameter ✓ thickness ✓

lap welded or riveted longitudinal joint ✓ Material ✓ Range of tensile strength ✓ Working pressure by Rules ✓

Air Receivers, No. 3 Total cubic capacity ✓ Internal diameter 19" thickness ✓

lap welded or riveted longitudinal joint ✓ Material ✓ Range of tensile strength ✓ Working pressure by Rules ✓

W144-0013

IS A DONKEY BOILER FITTED?

No

If so, is a report now forwarded? ✓

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

Receivers ✓

Separate Tanks ✓

Donkey Boilers ✓

General Pumping Arrangements

Yes

Oil Fuel Burning Arrangements ✓

SPARE GEAR checked & found in accordance with London Rpt No. 101660

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops - - }
{ During erection on board vessel - - } (1935) JUNE 13 JULY 3 18 19 23 26 31 AUG 1
Total No. of visits 8

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

Crank shaft ✓ Flywheel shaft ✓ Thrust shaft ✓ Intermediate shafts ✓ Tube shaft ✓

Screw shaft ✓ Propeller 3-4-35 Stern tube ✓ Engine seatings 13-6-35 Engines holding down bolts 19-4

Completion of fitting sea connections 3-4-35 Completion of pumping arrangements 1-18-35 Engines tried under working conditions 31-4

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

Thrust shaft, Material ✓ Identification Mark ✓ 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 ✓ If so, state name of vessel ✓

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 survey + LMC 8-35 and the notation of TS-OG as recommended in London Rpt No. 101660.

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

Special 1/5TH ... £ 4 : 4 : 3rd AUGUST 1935.

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

Travelling Expenses (if any) £ ✓ : : 27-9-35

Committee's Minute GLASGOW 6 - AUG 1935

Assigned + LMC 8,35 subject +.

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

TUE 24 DEC 1935



Lloyd's Register
Foundation