

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

25 SEP 1929

Date of writing Report 17.9.19 When handed in at Local Office 23.9.19 Port of Glasgow
 No. in Survey held at Dalmuir Date, First Survey 7.5.29 Last Survey 18.9.19 29.
 Reg. Book. on the S.S. "Asperity" (Number of Visits 21) Gross 699 Tons
 Built at Greenock By whom built George Brown & Co. Ld. Yard No. 170 When built 1929.
 Engines made at Dalmuir By whom made W. Beardmore & Co. Ld. Engine No. 657 when made 1929
 Boilers made at Dalmuir By whom made W. Beardmore & Co. Ld. Boiler No. 657 when made 1929
 Registered Horse Power Owners F. J. Eward & Sons Ld. Port belonging to London
 Nom. Horse Power as per Rule 130 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended Oil carrier.

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 103
 Dia. of Cylinders 15" 25" 40" Length of Stroke 30" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as fitted 8" Crank pin dia. 8" Crank webs Mid. length breadth 12 1/2" Thickness parallel to axis 5 1/2"
 Intermediate Shafts, diameter as per Rule 8" as fitted 8" Thrust shaft, diameter at collars as fitted 8" Thickness around eye-hole 3 3/4"
 Tube Shafts, diameter as per Rule 9 1/8" as fitted 9 1/8" Is the tube screw shaft fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes as per Rule 5/8" as fitted 5/8" Thickness between bushes as per Rule 5/8" as fitted 5/8" 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 Continuous
 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 Solid
 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 36"
 Propeller, dia. 10' 10" Pitch 11' 0" No. of Blades 4 Material C. 8 whether Moveable No Total Developed Surface 440 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 2 3/4" Stroke 15" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 3/4" Stroke 15" Can one be overhauled while the other is at work Yes
 Feed Pumps No. and size 1-4x2 1/2"x5", 1-6x4x6" Pumps connected to the Main Bilge Line No. and size 2-6x4x6" How driven Steam
 Ballast Pumps, No. and size 1-7x7x8" Lubricating Oil Pumps, including Spare Pump, No. and size 1-7x7x8" Suctions, connected to both Main Bilge Pumps and Auxiliary
 Are two independent means arranged for circulating water through the Oil Cooler
 Bilge Pumps;—In Engine and Boiler Room 3-2 1/4"
 In Holds, &c. 1-2" for pump room

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-4" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-2 3/4"
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes None
 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 Yes
 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 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 Yes
 What Pipes pass through the bunkers None How are they protected
 What pipes pass through the deep tanks Have they been tested as per Rule Yes
 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 None Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record 8) Total Heating Surface of Boilers 2464 sq. ft.
 Is Forced Draft fitted No No. and Description of Boilers 1- Multitubular Working Pressure 180 lb.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? Yes

PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes
 (If not state date of approval)
 Superheaters General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements None

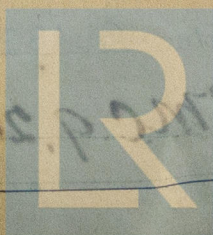
SPARE GEAR. State the articles supplied:—2 connecting rod top end bolts and nuts, 2 bottom end bolts and nuts, 2 main bearing bolts, 1 set coupling bolts, 1 set feed & bilge pump valves, 1 set piston springs, a quantity of assorted bolts & nuts, etc.

The foregoing is a correct description,

FOR WILLIAM BEARDMORE & CO., LIMITED

A. Thomson.

Manufacturers.



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Lloyd's Register
Foundation

1929 May 7-29 June 13-17-25 July 2-4-25-29 Aug 1-7-8-12-15-16-22-28 Sep 4-10-16-18

Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - -
Total No. of visits 21
Dates of Examination of principal parts - Cylinders 2-7-29 di Slides 29-7-29 di Covers 29-7-29 di
Pistons 29-7-29 di Piston Rods 2-7-29 di Connecting rods 2-7-29 di
Crank shaft 2-7-29 di Thrust shaft 2-7-29 di Intermediate shaft 2-7-29 di
Tube shaft 2-7-29 di Screw shaft 2-7-29 di Propeller 2-7-29 di
Stern tube 29-7-29 di Engine and boiler seatings Engines holding down bolts 4-9-29
Completion of fitting sea connections 18-9-29 Boilers fixed 28-8-29 Engines tried under steam 18-9-29
Completion of pumping arrangements 16-9-29 Thickness of adjusting washers P 3/8" S 3/8"
Main boiler safety valves adjusted 16-9-29 Identification Mark 3084 Thrust shaft material 8 Identification Mark 8451
Crank shaft material 8 Identification Marks none Tube shaft, material 1 Identification Mark 1
Intermediate shafts, material 8 Identification Mark 8451 Steam Pipes, material Copper Test pressure 360 Date of Test 28-8-29
Screw shaft, material 8 Identification Mark 8451 Is an installation fitted for burning oil fuel no 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 ✓
Is this machinery duplicate of a previous case no If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery of this vessel has been built under special survey in accordance with the approved plans, and the Society's Rules and requirements the materials and workmanship are good, it has been securely fitted on board, and in my opinion is eligible for the record + L.M.C. 9-29. (With notation strengthened for navigation in ice).

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 9.29. Cl.

26/9/29

Committee's Minute GLASGOW 24 SEP 1929

The amount of Entry Fee ... £ 3 : 0 : 0 When applied for, 23 SEP 1929
Special ... £ 32-10-0
Donkey Boiler Fee ... £ : : :
Travelling Expenses (if any) £ : : :
Assigned + L.M.C. 9.29
Jas. Cairns
Engineer Surveyor to Lloyd's Register of Shipping.
24 SEP 1929
Lloyd's Register Foundation