

Rpt. 4.

No. 19094

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 20-8-1929, When handed in at Local Office 30<sup>th</sup> August 1929, Port of Greenock.

No. in Survey held at Greenock, Date, First Survey 2<sup>nd</sup> August 1929, Last Survey 19 August 1929  
 Reg. Book. " (Number of Visits 5.)

on the SS ASPERITY Tons { Gross 698.61, Net 305.28

Built at Greenock By whom built George Brown & Co Ltd Yard No. 170 When built 1929

Engines made at Glasgow By whom made W Beardmore & Co Ltd Engine No. when made 1929

Boilers made at " By whom made " Boiler No. when made 1929

Registered Horse Power Owners F. F. Everard & Sons Ltd Port belonging to London

Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which Vessel is intended

**ENGINES, &c.**—Description of Engines Triple expansion Revs. per minute

Dia. of Cylinders Length of Stroke No. of Cylinders No. of Cranks

Crank shaft, dia. of journals as per Rule Length of Stroke Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis  
 as fitted Crank webs Mid. length thickness shrunk Thickness around eye-hole

Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule  
 as fitted as fitted

Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the { tube } shaft fitted with a continuous liner {  
 as fitted as fitted as fitted

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  
 as fitted as fitted as fitted 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 L. V. bush Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. Pitch No. of Blades Material whether Moveable 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 How driven } Pumps connected to the { No. and size How driven } Main Bilge Line

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 Holds, &c.

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 above

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?

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. State the articles supplied:—

The foregoing is a correct description,

Manufacturer.



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W4 0216

During progress of work in shops - -  
 Dates of Survey while building (1929) August 2, 4, 13, 16, 19.  
 During erection on board vessel - - -  
 Total No. of visits 5

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  
 Stern tube Engine and boiler seatings 16-8-29 Engines holding down bolts  
 Completion of fitting sea connections 16-8-29  
 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 Pipes, 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 carrying and burning oil fuel 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 stem tube, tail shaft, propeller & sea connections have been satisfactorily fitted on board. The vessel has now left for Glasgow for installation of machinery by Messrs W<sup>m</sup> Beardmore & Co. Ltd. Glasgow Surveyors notified.

20/8/29  
 W. M.

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

J. A. Avey  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 24 SEP 1929

Assigned See Gls. Rpt. No. 49636

