

REPORT ON OIL ENGINE MACHINERY.

No. 19269.

-3 DEC 1930

Date of writing Report 22nd NOVEMBER 1930. When handed in at Local Office 28-11-1930 Port of Greenock.No. in Survey held at Greenock.
Reg. Book.Date, First Survey 24th OCTOBER 1930.Last Survey 24th Nov 1930.

Number of Visits 11.

Single
on the ~~Turn~~
Triple
Quadruple

Screw vessel

M.V. "ASSIDUITY"

Tons { Gross 350.27
Net 186.11.Built at Greenock.By whom built George Brown & Co.

Yard No. 144 When built 1930.

Engines made at Newbury.By whom made P. Lenty & Sons Ltd.

Engine No. 608 When made 1930

Donkey Boilers made at ✓By whom made ✓Boiler No. ✓ When made ✓

Brake Horse Power 250/245

Owners Messrs J. Y. Everard & Sons LtdPort belonging to London.Nom. Horse Power as per Rule 41.154Is Refrigerating Machinery fitted for cargo purposes No.Is Electric Light fitted NoTrade for which vessel is intended Coasting.

L ENGINES, &c.—Type of Engines

Heavy Oil2 or 4 stroke cycle 2 Single or double acting S.A.Maximum pressure in cylinders ✓Diameter of cylinders ✓Length of stroke ✓No. of cylinders ✓No. of cranks ✓

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge

Is there a bearing between each crank ✓

Revolutions per minute

Flywheel dia. ✓Weight ✓Means of ignition ✓Kind of fuel used Heavy Oil

Crank Shaft, dia. of journals

as per Rule ✓Crank pin dia. ✓

Crank Webs

Mid. length breadth ✓Thickness parallel to axis ✓

Flywheel Shaft, diameter

as per Rule ✓

Intermediate Shafts, diameter

as per Rule ✓

Thrust Shaft, diameter at collars

as per Rule ✓

Tube Shaft, diameter

as per Rule ✓

Screw Shaft, diameter

as per Rule ✓Is the { tube { 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

as fitted ✓as fitted ✓as fitted ✓

Is the after end of the liner made watertight in the

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

as fitted ✓as fitted ✓as fitted ✓

Is the after end of the liner made watertight in the

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

as fitted ✓as fitted ✓as fitted ✓

Is the after end of the liner made watertight in the

If two liners are fitted, is the shaft lapped or protected between the liners

as fitted ✓as fitted ✓as fitted ✓

Is the after end of the liner made watertight in the

If an approved Oil Gland or other appliance fitted at the after end of the tube

as fitted ✓as fitted ✓as fitted ✓

Is the after end of the liner made watertight in the

Length of Bearing in Stern Bush next to and supporting propeller

as fitted ✓as fitted ✓as fitted ✓

Is the after end of the liner made watertight in the

Propeller, dia. ✓Pitch ✓No. of blades ✓Material ✓whether Moveable ✓

Total Developed Surface

sq. feet

Method of reversing Engines Gearas fitted ✓as fitted ✓as fitted ✓

Is the after end of the liner made watertight in the

Is a governor or other arrangement fitted to prevent racing of the engine when declutched

as fitted ✓as fitted ✓as fitted ✓

Is the after end of the liner made watertight in the

Means of lubrication

as fitted ✓as fitted ✓as fitted ✓

Is the after end of the liner made watertight in the

Thickness of cylinder liners ✓as fitted ✓as fitted ✓as fitted ✓

Is the after end of the liner made watertight in the

Are the cylinders fitted with safety valves ✓as fitted ✓as fitted ✓as fitted ✓

Is the after end of the liner made watertight in the

Are the exhaust pipes and silencers water cooled or lagged with

as fitted ✓as fitted ✓as fitted ✓

Is the after end of the liner made watertight in the

Non-conducting material Yesas fitted ✓as fitted ✓as fitted ✓

Is the after end of the liner made watertight in the

If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

as fitted ✓as fitted ✓as fitted ✓

Is the after end of the liner made watertight in the

Cooling Water Pumps, No. Threeas fitted ✓as fitted ✓as fitted ✓

Is the after end of the liner made watertight in the

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

as fitted ✓as fitted ✓as fitted ✓

Is the after end of the liner made watertight in the

Bilge Pumps worked from the Main Engines, No. Oneas fitted ✓as fitted ✓as fitted ✓

Is the after end of the liner made watertight in the

Diameter 130mmStroke 120mm

Can one be overhauled while the other is at work

as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓

Pumps connected to the Main Bilge Line

No. and Size

as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓

How driven

as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓

Lubricating Oil Pumps, including Spare Pump, No. and size

as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓

Are two independent means arranged for circulating water through the Oil Cooler

as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓

Pumps, No. and size:—In Machinery Spaces

as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓Holds, &c. 2-2 1/2"as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes

as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓

Are the Bilge Suctions in the Machinery Spaces

as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓

Are all Sea Connections fitted direct on the skin of the ship

as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓as fitted ✓

Are they fitted with Valves or Cocks

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 *not completed (see below).*

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops - - }
{ During erection on board vessel - - } *1930 Oct. 24-27-29 Nov. 3-6-10-18-24-25-26-29*
Total No. of visits *11.*

Dates of Examination of principal parts—Cylinders	<input checked="" type="checkbox"/>	Covers	<input checked="" type="checkbox"/>	Pistons	<input checked="" type="checkbox"/>	Rods	<input checked="" type="checkbox"/>	Connecting rods	<input checked="" type="checkbox"/>
Crank shaft	<input checked="" type="checkbox"/>	Flywheel shaft	<input checked="" type="checkbox"/>	Thrust shaft	<input checked="" type="checkbox"/>	Intermediate shafts	<input checked="" type="checkbox"/>	Tube shaft	<input checked="" type="checkbox"/>
Screw shaft	<input checked="" type="checkbox"/>	Propeller	<input checked="" type="checkbox"/>	Stern tube	<input checked="" type="checkbox"/>	Engine seatings	<i>24-10-30</i>	Engines holding down bolts	<i>10-11-30</i>
Completion of fitting sea connections	<i>24-10-30</i>	Completion of pumping arrangements	<i>25-11-30</i>	Engines tried under working conditions	<i>26-11-30</i>				
Crank shaft, Material	<input checked="" type="checkbox"/>	Identification Mark	<input checked="" type="checkbox"/>	Flywheel shaft, Material	<input checked="" type="checkbox"/>	Identification Mark	<input checked="" type="checkbox"/>		
Thrust shaft, Material	<input checked="" type="checkbox"/>	Identification Mark	<input checked="" type="checkbox"/>	Intermediate shafts, Material	<input checked="" type="checkbox"/>	Identification Marks	<input checked="" type="checkbox"/>		
Tube shaft, Material	<input checked="" type="checkbox"/>	Identification Mark	<input checked="" type="checkbox"/>	Screw shaft, Material	<input checked="" type="checkbox"/>	Identification Mark	<input checked="" type="checkbox"/>		

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 ☒

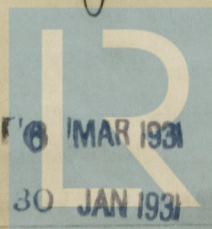
General Remarks (State quality of workmanship, opinions as to class, &c.) *The machinery has been securely fitted on board the vessel, and tried under power with satisfactory results, and is eligible, in my opinion, to be classed in the Register Book, with record of survey LMC 11-30, as recommended in London Rpt. No. 95410, subject to the spare gear being placed on board and checked at London upon the vessel's arrival within the next few days. London Surveyors notified.*

The amount of Entry Fee ... £ *✓* : : When applied for, *23rd November 1930*
Special *1/5* ... £ *3* : *19* :
Donkey Boiler Fee ... £ *✓* : : When received, *12/2/31*
Travelling Expenses (if any) £ *✓* : :

Committee's Minute *GLASGOW 2 DEC 1930*

Assigned *L.M.C. 11.30*
subject re

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



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Foundation