

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 30th August 1929. Port of Greenock.
 No. in Survey held at Greenock. Date, First Survey 2nd August 1929. Last Survey 19 August 1929.
 Reg. Book. on the SS ASPERITY. (Number of Visits 5.) 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 Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis
 as fitted 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
 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
 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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Lloyd's Register
Foundation

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 Wm Beardmore & Co. Ltd. Glasgow Surveyors notified.

20/8/29
 21/8/29

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