

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

8 - OCT 1929

Date of writing Report 7-10-1929 When handed in at Local Office 7-10-1929 Port of Aberdeen
 No. in Survey held at Aberdeen Date, First Survey 21-3-29. Last Survey 26-9-1929
 Reg. Book. on the S.S. "FIRECREST" (Number of Visits 22.)
 Built at Aberdeen By whom built J. Lewis & Sons Ltd. Yard No. 108 Tons { Gross 537.86
 Engines made at Aberdeen By whom made J. Lewis & Sons Ltd. Engine No. 189 when made 1929
 Boilers made at Aberdeen By whom made J. Lewis & Sons Ltd. Boiler No. 152 when made 1929
 Registered Horse Power Owners R + W. Paul. Port belonging to Ipswich.
 Nom. Horse Power as per Rule 82. Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended Coasting.

ENGINES, &c.—Description of Engines Triple Expansion. Revs. per minute 100
 Dia. of Cylinders 12" 21" 34" Length of Stroke 24 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 6.67 Crank pin dia. 6 3/4 Crank webs Mid. length breadth 10" Thickness parallel to axis 4 3/8"
 as fitted 6 3/4 Mid. length thickness 4 3/8 Thickness around eye-hole 2 1/8
 Intermediate Shafts, diameter as per Rule 6.36 Thrust shaft, diameter at collars as per Rule 6.67 6 3/4
 as fitted Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 7 1/4 Is the { tube } shaft fitted with a continuous liner { yes
 as fitted 7 1/4 Is the { screw } shaft fitted with a continuous liner { yes
 Bronze Liners, thickness in way of bushes as per Rule .512" Thickness between bushes as per Rule .384 Is the after end of the liner made watertight in the
 as fitted 9/16 as fitted 3/32 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 one length.
 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 no If so, state type Length of Bearing in Stern Bush next to and supporting propeller 2'-5"
 Propeller, dia. 9'-0" Pitch 12'-0" No. of Blades 4 Material C.I. whether Movable no Total Developed Surface 30 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 12" Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 12" Can one be overhauled while the other is at work yes
 Feed Pumps { No. and size One 5" x 3 1/2" x 6" duplex. Pumps connected to the { No. and size One 7" x 7" x 8" duplex.
 How driven Steam Main Bilge Line How driven Steam.
 Ballast Pumps, No. and size One 7" x 7" x 8" duplex. 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 One 2" dia. One 2 1/2" dia.
 In Holds, &c. Two @ 2 1/2" dia. one port & one starboard.

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 3" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size One 2 1/2" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes
 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 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 Forward suction How are they protected wood casing.
 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 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 Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 1484 sq. ft.
 Is Forced Draft fitted No No. and Description of Boilers One S.E. Main 152 Working Pressure 200 lb. sq. in.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting Main Boiler yes 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:—Two top end bolts & nuts; 2 bottom end bolts &
 nuts; 2 main bearing bolts; 1 set Coupling bolts; 1 set each of air, circulating,
 feed & bilge pump valves. a quantity of bolts & nuts & iron of various sizes.
 1 safety valve spring. 1 escape valve spring for each size fitted. 1 main
 & 1 away feed check valve, 6 cylinder cover studs & nuts. 6 junk ring bolts
 & nuts, 3 boiler tubes, 12 Condenser tubes; 1 propeller.

The foregoing is a correct description,

FOR JOHN LEWIS & SONS, LTD.

Manufacturer.



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Lloyd's Register
Foundation

002559 002567-0190

1929.
 Feb. 21. 25. Apr. 5. 12. 30. May 13. June 6. 10. 12. 17. 21. 25. July 1. 4. 10. 22.
 Aug. 12. 30.
 Sept. 2. 9. 10. 26.
 Total No. of visits 22.

Dates of Examination of principal parts—Cylinders 25-6-29 Slides 21-6-29 Covers 25-6-29
 Pistons 21-6-29 Piston Rods 21-6-29 Connecting rods 21-6-29
 Crank shaft 28-2-29 Thrust shaft 22-7-29 Intermediate shafts ✓
 Tube shaft ✓ Screw shaft 22-7-29 Propeller 22-7-29
 Stern tube 22-7-29 Engine and boiler seatings 2-9-29 Engines holding down bolts 9-9-29
 Completion of fitting sea connections 2-9-29
 Completion of pumping arrangements 26-9-29 Boilers fixed 9-9-29 Engines tried under steam 26-9-29
 Main boiler safety valves adjusted 26-9-29 Thickness of adjusting washers $P \frac{7}{16}$ $S \frac{3}{8}$
 Crank shaft material Steel Identification Mark 256 J.H. Thrust shaft material Steel Identification Mark 255 P.F.
 Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material Iron Identification Mark 254 P.F. Steam Pipes, material S.D. Copper Test pressure 400 lb Date of Test 10-9-29
 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 no If so, have the requirements of the Rules been complied with ✓
 Is this machinery duplicate of a previous case Engines, yes. If so, state name of vessel Mary Firth. (Abn Rpt 15011).

General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel has been constructed under special survey in accordance with the approved plans & the Rules of this Society. The materials & workmanship are good. The machinery has been efficiently installed on board the vessel, tried under working conditions & found good. The machinery is eligible in my opinion to have the record + Lmc 9.29. C.L. in the Register Book.

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

B.T. 11/10/29.

The amount of Entry Fee ... £ 2 : - : When applied for,
 Special ... £ 20 : 10 : 7-10-1929
 Donkey Boiler Fee ... £ : : When received,
 Travelling Expenses (if any) £ : : 31-12-29

P. Fitzgerald. Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 15 OCT 1929

Assigned

+ Lmc 9.29 C.L.

CERTIFICATE WRITTEN

TUE. 17 JAN. 1930



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