

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 15 MAY 1930

Date of writing Report *14 May 1930* When handed in at Local Office *14 May 1930* Port of *Southampton*
 No. in Survey held at *Cowes* Date, First Survey *2 July 1930* Last Survey *8 May 1930*
 Reg. Book. *40889* on the *Paddle Ferry Steamer "JOHN BENN"* (Number of Visits *29*)
 Built at *Cowes* By whom built *Samuel White & Co. Ltd.* Yard No. *1685* Tons *Gross* *1930*
 Engines made at *do* By whom made *do* Engine No. *1685* when made *1930*
 Boilers made at *do* By whom made *do* Boiler No. *1685* when made *1930*
 Registered Horse Power *170* Owners *London County Council* Port belonging to *London*
 Nom. Horse Power as per Rule *170* Is Refrigerating Machinery fitted for cargo purposes *No* Is Electric Light fitted *Yes*
 Trade for which Vessel is intended *R. Thames Ferry at Woolwich*

ENGINES, &c.—Description of Engines *2 independent inclined type paddle engines* Revs. per minute *50*
 Dia. of Cylinders *33"* Length of Stroke *36"* No. of Cylinders *4 (2 engs)* No. of Cranks *2 (2 engs)*
 Crank shaft, dia. of journals *as per Rule 9 3/4"* Crank pin dia. *9 3/4"* Crank webs *Mid. length breadth 1 1/2"* Thickness parallel to axis *shrunk*
 Intermediate Shafts, diameter *as per Rule 9 3/4"* Thrust shaft, diameter at collars *as per Rule*
 Tube Shafts, diameter *as per Rule* Screw Shaft, diameter *as per Rule 9 3/4"* Is the tube shaft fitted with a continuous liner *Yes*
 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 *Yes*
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner *Yes*
 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 *Yes*
 If two liners are fitted, is the shaft lapped or protected between the liners *Yes* Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft *Yes*
 If so, state type *Paddle* Length of Bearing in Stern Bush next to and supporting propeller *1'-8"*
 Propeller, dia. *11'-8"* Pitch *11'-8"* No. of Blades *4* Material *Cast Iron* whether Moveable *Yes* Total Developed Surface *11'-8"* sq. feet
 Feed Pumps worked from the Main Engines, No. *2* Diameter *4"* Stroke *6"* Can one be overhauled while the other is at work *Yes*
 Bilge Pumps worked from the Main Engines, No. *2* Diameter *4"* Stroke *6"* Can one be overhauled while the other is at work *Yes*
 Feed Pumps { No. and size *3, 7"x5"x1/2"; 1, 5"x5"x6"* Pumps connected to the { No. and size *1, 7"x5"x1/2"; 1, 5"x5"x6"*
 How driven *Steam* Main Bilge Line How driven *Steam*
 Ballast Pumps, No. and size *2, 4"* Lubricating Oil Pumps, including Spare Pump, No. and size *1, 4"*
 Are two independent means arranged for circulating water through the Oil Cooler *Yes* Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room *5 1/2"*
 In Holds, &c. *5 1/2"* in each compartment.

Main Water Circulating Pump Direct Bilge Suctions, No. and size *2 1/2"* Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size *1 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 *Yes*
 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 *on*
 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 *None*
 What pipes pass through the deep tanks *None* 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 *Yes* Is it fitted with a watertight door *Yes* worked from *Yes*

MAIN BOILERS, &c.—(Letter for record *31*) Total Heating Surface of Boilers *2620 sq. ft.*
 Is Forced Draft fitted *No* No. and Description of Boilers *2 Gumbat type* Working Pressure *50 lb/sq. in.*
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? *Yes*
 IS A DONKEY BOILER FITTED? *No*
 PLANS. Are approved plans forwarded herewith for Shafting *Yes* Main Boilers *Yes* Auxiliary Boilers *No* Donkey Boilers *Yes*
 Superheaters *Yes* General Pumping Arrangements *Yes* Oil fuel Burning Piping Arrangements *Yes*

SPARE GEAR. State the articles supplied:—

2 Connecting rod tops and bolts & nuts.
 2 " " " " " "
 2 main bearing " " "
 1 set coupling bolts
 1 " feed & bilge pump valves
 1 " piston springs
 Quantity of jammed bolts & nuts
 from dynamo rings

6 joint ring bolts & nuts.
 8 radial arms with bushes.
 1 Plummer block bottom half bush.
 24 Boiler Tubes (plain)
 36 Condenser tubes & 1/2 inches.
 Quantity of additional spares
 of various kinds.

The foregoing is a correct description,
 For J. Samuel White & Company Ltd.

Managing Director.

Manufacturer.



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 Foundation

26/7/29
During progress of work in shops -- 2/7/29 15/7/29 3/9/29 12/9/29 7/10/29 15/10/29 21/10/29 13/11/29 19/11/29
11/12/29 15/1/30 17/3/30
Dates of Survey while building During erection on board vessel -- 13/1/29 3/1/30 7/1/30 13/1/30 21/1/30 28/1/30 30/1/30 13/2/30 20/2/30
4/3/30 17/3/30 24/3/30 26/3/30 2/4/30 28/4/30 29/4/30 2/5/30 8/5/30
Total No. of visits 29

Dates of Examination of principal parts—Cylinders 15/7/29 Slides 13/1/29 Covers 13/1/29
Pistons 13/1/29 Piston Rods 15/7/29 Connecting rods 15/7/29
Crank shaft 5/12/29 Thrust shaft ✓ Intermediate shafts 28/1/30
Tube shaft ✓ Paddle Steam shaft 28/1/30 Paddle Propeller 3/1/30
Stern tube ✓ Engine and boiler seatings 2/1/30 Engines holding down bolts 20/2/30
Completion of fitting sea connections 13/1/29
Completion of pumping arrangements 4/3/30 Boilers fixed 13/2/30 Engines tried under steam 29/4/30
Main boiler safety valves adjusted 28/4/30 Thickness of adjusting washers
Crank shaft material S. 17. S. 122 Identification Mark 357 358 Thrust shaft material ✓ Identification Mark ✓
Intermediate shafts, material S. 17. S. 122 Identification Marks 357A 358A Tube shaft, material ✓ Identification Mark ✓
Paddle Steam shaft, material S. 17. S. 122 Identification Mark 357A 358A Steam Pipes, material Steel Test pressure 150 lbs Date of Test 2/4/30
Is an installation fitted for burning oil fuel 20 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 20 If so, have the requirements of the Rules been complied with
Is this machinery duplicate of a previous case yes If so, state name of vessel "WILL CROOKS"
General Remarks (State quality of workmanship, opinions as to class, &c.)

The engines and boilers of this vessel have been constructed in general accordance with the approved plans and the requirements of the Rules; they have been efficiently installed on board and tested with satisfactory results. The workmanship and materials are good. The machinery is eligible, in our opinion, for classification with the notation + L. M. C. 5.30.

It is submitted that this vessel is eligible for THE RECORD. + L. M. C. 5.30

R. H. 15/5/30
J. R. H.

The amount of Entry Fee ... £ 3 : : When applied for,
Special ... £ 42 : 10 : 14/57 19/20
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ 2 : 19 6 4.6.30

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 20 MAY 1930

Assigned

+ L. M. C. 5.30



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