

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 28<sup>th</sup> Dec 1922 When handed in at Local Office 21<sup>st</sup> Feb. 1923 Port of Southampton FEB 22 1923  
 No. in Survey held at Cowes. Date, First Survey 20<sup>th</sup> July 1922 Last Survey 20<sup>th</sup> Feb 1923  
 Reg. Book. on the PADDLE FERRY STEAMER "GORDON" (Number of Visits 24) Tons { Gross 608.79  
 Net 310.93  
 Built at Cowes. By whom built J.S. White & Co. Ltd Yard No. 1590. When built 1922.  
 Engines made at Cowes. By whom made J.S. White & Co. Ltd. Engine No. 1590. when made 1922.  
 Boilers made at Cowes. By whom made J.S. White & Co. Ltd. Boiler No. 1590. when made 1922.  
 Registered Horse Power ✓ Owners London County Council Port belonging to London.  
 Nom. Horse Power as per Rule 146 Is Refrigerating Machinery fitted for cargo purposes no. Is Electric Light fitted yes.

ENGINES, &c.—Description of Engines 2 Cets Diagonal Independent Type (Paddle)  
 Dia. of Cylinders 33" 33" Length of Stroke 36" Revs. per minute 38. No. of Cylinders 4. No. of Cranks 2.  
 Dia. of Crank shaft journals as per rule 9 1/4" Dia. of Crank pin 9 1/4" Crank webs Mid. length breadth 11" Thickness parallel to axis 7"  
 Diameter of Thrust shaft under collars as per rule none Diameter of Tunnel shaft as per rule none Diameter of PADDLE shaft as per rule 9 1/2" Is the Screw shaft  
 fitted with a continuous liner the whole length of the stern tube none Is the after end of the liner made watertight in the propeller boss none  
 If the liner is in more than one length are the joints burned ✓ If the liner does not fit tightly at the part  
 between the bearings in the stern tube, is the space charged with 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 appliance fitted at the after end of the shaft to permit  
 of it being efficiently lubricated ✓ Length of Stern Bush none Diameter of PADDLE WHEEL  
 Pitch of Propeller ✓ No. of Floats 7. State whether Moveable Feathering IMMERSED AREA 13' 8 1/2"  
 No. of Feed Pumps fitted to the Main Engines nil Diameter of ditto ✓ Stroke ✓ Can one be overhauled while the other is at work ✓  
 No. of Bilge Pumps fitted to the Main Engines nil Diameter of ditto ✓ Stroke ✓ Can one be overhauled while the other is at work ✓  
 Total number and size of power driven Feed and Bilge Auxiliary Pumps 2 WEIRS FEED PUMPS 5x7x12" 1 WEIRS AUX FEED 5x7x12"  
 No. and size of Pumps connected to the Main Bilge Line 1 AUX FEED PUMP 5.7.12" 1 GEN. SERVICE PUMP 6x4 1/4 x6"  
 No. and size of Ballast Pumps none. No. and size of Lubricating Oil Pumps, including Spare Pump none.  
 Are two independent means arranged for circulating water through the Oil Cooler none. No. and size of suction connected to both Main Bilge Pumps and Auxiliary  
 Bilge Pumps;—In Engine and Boiler Room 3-2" in ER and in Holds, &c. 1-2" Fore Comp 1-1" After Comp.  
1-2" After BR. 1-2" Fore BR.

No. and size of Main Water Circulating Pump Bilge Suctions 2-4" No. and size of Donkey Pump Direct Suctions  
 to the Engine Room Bilges 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 none  
 Are all connections with the sea direct on the skin of the ship yes Are they 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 Discharge Pipes 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 are carried through the bunkers none. How are they protected ✓  
 Are all Pipes, Cocks, Valves, and Pumps in connecti 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 Screw Shaft Tunnel watertight ✓ Is it fitted with a watertight door ✓ worked from ✓

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 2620  
 Is Forced Draft fitted no. No. and Description of Boilers Two Navy type Working Pressure 40 lbs.  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes  
 IS A DONKEY BOILER FITTED? no. If so, is a report now forwarded? no.  
 PLANS. Are approved plans forwarded herewith for Shafting 9/2/22. Main Boilers Yes Auxiliary Boilers ✓ Donkey Boilers ✓  
 (If not state date of approval)  
 General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements ✓

SPARE GEAR. State the articles supplied:—2 Main bearing bolts nuts, 2 Connecting rod top  
end bolts nuts, 2 Connecting rod bottom end bolts nuts, 2 Radial arms  
flashes, 2 Pins for Radial arms with liners washers nuts, 2 Pins for arms  
with washers nuts, 6 Coupling bolts, 24 Piston springs, 6 Jack ring  
bolts, 1 Cwt. assorted bolts nuts, 1 set Feed pump valves, 1 set of General  
service pump valves.

For J. SAMUEL WHITE & COMPANY, Ltd.  
 The foregoing is a correct description,

W. H. W. W.  
 Managing Director.

TUE. 27 FEB. 1923

Manufacturer.



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Lloyd's Register

004338-004350-0094



1922.  
During progress of work in shops -- July 20, 21, 27. Oct. 14, 20, 27. Nov. 10, 13, 17, 22, 24.  
Dec. 1, 8, 22, 25 Jan. 2, 22, 25 Feb. 12  
During erection on board vessel -- Jan. 11 Feb. 1, 12, 14, 19, 20.  
Total No. of visits 24

Dates of Examination of principal parts - Cylinders 22.11.22. 24.11.22. Slides 8.12.22.  
Covers 1.11.22. Pistons 1.11.22. Rods 8.12.22.  
Connecting rods 8.12.22. Crank shafts 1.11.22. Thrust shaft none.  
Tunnel shafts none. Paddle 14.11.22. Paddles 12.2.23.  
Stern tube ✓ Engine and boiler seatings 11.1.23. Engines holding down bolts 14.2.23.  
Completion of pumping arrangements 19.2.23. Boilers fixed 12.2.23. Engines tried under steam 20.2.23.  
Completion of fitting sea connections 11-1-23. Stern tube ✓ Paddle shaft and propeller 12.2.23.  
Main boiler safety valves adjusted 19.2.23. Thickness of adjusting washers 12.2.23.  
Material of Crank shaft Steel Identification Mark on Do. S. 6303 J.P.  
Material of Thrust shaft none Identification Mark on Do. ✓  
Material of Tunnel shafts none Identification Marks on Do. ✓  
Material of Paddle shafts Steel Identification Marks on Do. 9330. A.F.  
Material of Steam Pipes S.D. Copper ✓ Test pressure 80 lbs. ✓ Date of Test 12.2.23. ✓  
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 carrying and burning oil fuel been complied with ✓  
Is this machinery duplicate of a previous case yes. ✓ If so, state name of vessel PADDIE FERRY "SQUIRES."

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

This machinery has been constructed and installed in accordance with the requirements of the Rules and the approved plans. The materials and workmanship are good. The machinery has been tried under full working conditions and found satisfactory, and is eligible in my opinion for the record of T.L.M.C.-2.23.

It is submitted that  
this vessel is eligible for  
THE RECORD. + LMC 2.23.

D. 4 Cy 33 - 36 40 1/2.  
146. NHP.

J.W.D.  
23/2/23

The amount of Entry Fee ... £ 3 : 0 :  
Special ... £ 29 : 0 :  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ 4 : 16 :  
When applied for, 21<sup>st</sup> Feb. 1923.  
When received, 23/2/23.

Committee's Minute

Assigned

+ LMC 2.23

J.H. Mackillop & L.H.A. Young  
Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation

CERTIFICATE WRITTEN 26.2.23