

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 28th Dec 1922 When handed in at Local Office 21st Feb. 1923 Port of Southampton FEB 22 1923
 No. in Survey held at Cowes. Date, First Survey 20th July 1922 Last Survey 20th 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 146 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 Sets 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 as per rule Dia. of Crank pin 9 1/4" Crank webs Mid. length breadth 11" Thickness parallel to axis 7"
 as fitted 9 1/4" Mid. length thickness 7" shrunk Thickness around eye-hole solid
 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 as per rule
 as fitted none as fitted none as fitted 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 yes 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 yes
 If two liners are fitted, is the shaft lapped or protected between the liners yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated yes
 Pitch of Propeller 7. Length of Stern Bush none Diameter of Paddle Wheel 13' 8 1/2"
 No. of Feed Pumps fitted to the Main Engines nil Diameter of ditto yes Stroke yes Can one be overhauled while the other is at work yes
 No. of Bilge Pumps fitted to the Main Engines nil Diameter of ditto yes Stroke yes Can one be overhauled while the other is at work yes
 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 COMPARTMENTS
 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 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 Screw Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from yes

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 2620 sq ft
 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 yes Donkey Boilers yes
 (If not state date of approval)
 General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements yes

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 bushes, 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,

J. Samuel White
 Managing Director.

TUE. 27 FEB. 1923

Manufacturer.



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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

Dates of Survey while building -- 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 7.11.22. Thrust shaft none.
 Tunnel shafts none. PADDLE Screw shafts 22.12.22. Paddles Propeller 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 Screw shaft and propeller 12.2.23.
 Main boiler safety valves adjusted 19.2.23. Thickness of adjusting washers For'd bl. 7. 13 21 5. 5 21
 Aft " 7. 13 21 5. 5 21
 P. 6303 S. 6310 J.P.

Material of Crank shaft Steel Identification Mark on Do. ✓
 Material of Thrust shaft none Identification Mark on Do. ✓
 Material of Tunnel shafts none Identification Marks on Do. ✓
 Material of PADDLE Screw 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 PADDLE 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 Gy 33 - 36 40lb.
 146.N.H.P.

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, 21st Feb. 1923.
 When received, 23/2/23

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

Committee's Minute
 Assigned + L.M.C. 2.23

Certificate to be sent to The Surveyors are requested not to write on or below the space for Committee's Minute.

