

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office AUG 12 1939

Date of writing Report 10-8-1939 When handed in at Local Office 11-8-1939 Port of Aberdeen

No. in Survey held at Aberdeen Date, First Survey 12th June Last Survey 4th August 1939
 Reg. Book. on the NON-PROPELLING DREDGER "FOREMOST CHAN" (Number of Visits 10)

Built at Aberdeen By whom built Messrs A. Hall & Co. Ltd Yard No. 664 When built 1939
 Engines made at Aberdeen By whom made Messrs A. Hall & Co. Ltd Engine No. 360 When made 1935
 Boilers made at Glasgow By whom made D. Rowan & Co. Ltd Boiler No. 435 When made 1939
 Registered Horse Power ✓ Owners James Hanning & Dredging Co. Ltd Port belonging to Fondon
 Nom. Horse Power as per Rule 61 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended Dredging

ENGINES, &c.—Description of Engines Compound Expansion

Revs. per minute

Dia. of Cylinders Length of Stroke No. of Cylinders No. of Cranks

Crank shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length breadth Mid. length thickness Thickness parallel to axis Thickness around eye-hole

Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collar as per Rule as fitted

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted 6.5 Is the tube screw shaft fitted with a continuous liner ✓

Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted Is the after end of the liner made watertight in the propeller boss ✓

If the liner is 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 ✓

If State type 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. None 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 Two - 6" x 4 1/4" x 6" Pumps connected to the Main Bilge Line No. and size One - 6" x 4 1/4" x 6"
 How driven Steam How driven Steam

Ballast Pumps, No. and size One - 6" x 4 1/4" x 6" 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 2 - 2 1/2" in Engine room 1 - 2" in Boiler room
 In Pump Room ✓ In Holds, &c. One - 2" in Aft Hold Two - 2 1/2" in Port well side
Two - 2 1/2" in Star well side

Main Water Circulating Pump Direct Bilge Suctions, No. and size ✓ Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size ONE - 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 None How are they protected

What pipes pass through the deep tanks None 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 None Is it fitted with a watertight door ✓ worked from ✓

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 1315

Is Forced Draft fitted No No. and Description of Boilers One Single ended Working Pressure 140 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes Glasgow Rpt V-62244

IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? ✓

Is the donkey boiler intended to be used for domestic purposes only ✓

PLANS. Are approved plans forwarded herewith for Shafting ✓ Main Boilers Yes Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval)

Superheaters ✓ General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied ✓

State the principal additional spare gear supplied ✓

The foregoing is a correct description,

Manufacturer.

For ALEXANDER HALL & CO. LTD.

Albert Thomson

1939/17

Lloyd's Register Foundation

004745-004754-0043

Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - - -
Total No. of visits 10.

Dates of Examination of principal parts—Cylinders Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft Thrust shaft No 18365 Intermediate shafts
Tube shaft SEE ABN RPT Screw shaft Propeller
Stern tube Engine and boiler seatings 19-6-39 Engines holding down bolts 10-7-39
Completion of fitting sea connections 19-6-39
Completion of pumping arrangements 4-8-39 Boilers fixed 10-7-39 Engines tried under steam 4-8-39
DK4. boiler safety valves adjusted 4-8-39 Thickness of adjusting washers P 2 S = 3/8 BARE.
Crank shaft material Identification Mark Thrust shaft material Identification Mark
Intermediate shafts, material SEE ABN RPT No 18365 Tube shaft, material Identification Mark
Screw shaft, material Identification Mark Steam Pipes, material Copper Test pressure 280 lbs Date of Test 4-7-39
Is an installation fitted for burning oil fuel Yes Is the flash point of the oil to be used over 150°F. Yes.
Have the requirements of the Rules for the use of oil as fuel been complied with Yes
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 ✓
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with No
Is this machinery duplicate of a previous case No If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. This engine has been securely fitted on board the vessel. tried under power + found satisfactory. The materials and workmanship are good. Pumping arrangements tried + found satisfactory. This engine is used solely for driving the bucket dredging ladder. The vessel is non propelling.

For particulars of engine see Abn Rpt No 18365 (copy enclosed)
The boiler safety valves have been adjusted under steam as stated. tried for accumulation & found satisfactory.

The amount of Entry Fee ... £ 2 : 0 :
1/5th Special ... £ 3 : 1 :
Donkey Boiler Fee ... £
Travelling Expenses (if any) £

When applied for,

11.8.1939

When received,

11.9.1939

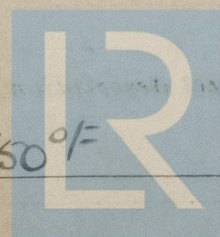
J. A. May

Engineer Surveyor to Lloyd's Register of Shipping.

FRI 18 AUG 1939

Committee's Minute

Assigned 4 + N.B. 8.39
Fitted for oil fuel 8.39 F.P. above 150°F



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