

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

AUG 14 1939

Date of writing Report 5.7.1936 When handed in at Local Office 5.2.1936 Port of Aberdeen

No. in Survey held at Aberdeen Date, First Survey 24 October 1935 Last Survey 3<sup>rd</sup> Feb'y 1936

Reg. Book. on the Hopper Barge "JAMES W. 66" "NEWBY" (Number of Visits 6) Gross 113.0 Tons Net 50.9

Built at Stockton By whom built Roper & Sons Ltd. Yard No. per E. 1st When built 1912

Engines made at Aberdeen By whom made A. Hall & Co. Ltd. Engine No. 360 When made 1935

Boilers made at Glasgow By whom made D. Rowan & Co. Ltd. Boiler No. 408 When made 1935

Registered Horse Power ✓ Owners James Dredging Tugs & Transport Ltd. Port belonging to London

Nom. Horse Power as per Rule 40 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted ✓

Trade for which Vessel is intended Dredging

**ENGINES, &c.**—Description of Engines Compound Pumping Engine Revs. per minute 180

Dia. of Cylinders 15" - 30" Length of Stroke 20" No. of Cylinders 2 No. of Cranks 2

Crank shaft, dia. of journals as per Rule 6 1/4" Crank pin dia. 6 1/4" Crank webs Mid. length breadth 15" Thickness parallel to axis 3 7/8"

Intermediate Shafts, diameter as per Rule 6 1/4" Thrust shaft, diameter at collars as per Rule 6 1/4"

Tube Shafts, diameter as per Rule 6 1/4" Screw Shaft, diameter as per Rule 6 1/4" Is the { tube } shaft fitted with a continuous liner { ✓

Bronze Liners, thickness in way of bushes as per Rule 6 1/4" Thickness between bushes as per Rule 6 1/4" Is the after end of the liner made watertight in the propeller boss ✓

If the liner is in 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 ✓

Propeller, dia. 15" Pitch 20" No. of Blades 2 Material Cast Iron whether Moveable ✓ Total Developed Surface 113.0 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 15" Stroke 20" Can one be overhauled while the other is at work ✓

Bilge Pumps worked from the Main Engines, No. 2 Diameter 15" Stroke 20" Can one be overhauled while the other is at work ✓

Feed Pumps { No. and size 2 How driven by Main Engines Pumps connected to the { No. and size 2 How driven by Main Engines Main Bilge Line

Ballast Pumps, No. and size 2 Lubricating Oil Pumps, including Spare Pump, No. and size 2

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 ✓

In Pump Room ✓ In Holds, &c. ✓

**Main Water Circulating Pump Direct Bilge Suctions, No. and size** 2 **Independent Power Pump Direct Suctions to the Engine Room Bilges,** 2

No. and size 2 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes ✓

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 ✓

Are all Sea Connections fitted direct on the skin of the ship ✓ Are they fitted with Valves or Cocks ✓

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates ✓ Are the Overboard Discharges above or below the deep water line ✓

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel ✓ Are the Blow Off Cocks fitted with a spigot and brass covering plate ✓

What Pipes pass through the bunkers ✓ How are they protected ✓

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 ✓

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 ✓ Is the Shaft Tunnel watertight ✓ Is it fitted with a watertight door ✓ worked from ✓

**MAIN BOILERS, &c.**—(Letter for record ✓) Total Heating Surface of Boilers 113.0

Is Forced Draft fitted ✓ No. and Description of Boilers 2 Working Pressure 150

**IS A REPORT ON MAIN BOILERS NOW FORWARDED?** ✓

**IS A DONKEY BOILER FITTED?** ✓ 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 ✓ Auxiliary Boilers ✓ Donkey Boilers ✓

(If not state date of approval) ✓

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

## 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.



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004745-004754-0044



1935  
6<sup>th</sup> 24. Nov 1. 15. 29. Dec 2. 1936 July 3.

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits 6.

Dates of Examination of principal parts—Cylinders 15. 11. 35 Slides 15. 11. 35 Covers 15. 11. 35

Pistons 15. 11. 35 Piston Rods 29. 11. 35 Connecting rods 2. 12. 35

Crank shaft 15. 11. 35 Thrust shaft Combined with crankshaft Intermediate shafts

Tube shaft Screw shaft Propeller

Stern tube Engine and boiler seatings Engines holding down bolts

Completion of fitting sea connections

Completion of pumping arrangements Boilers fixed Engines tried under steam

Main boiler safety valves adjusted Thickness of adjusting washers

Crank shaft material Steel Identification Mark 363 PF Thrust shaft material Identification Mark

Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark

Screw shaft, material Identification Mark Steam Pipes, material Test pressure Date of Test

Is an installation fitted for burning oil fuel 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 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

Is this machinery duplicate of a previous case If so, state name of vessel

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

This engine has been constructed under Special Survey.  
The materials & workmanship are good.

It is being despatched to Southampton to be fitted  
on board the Hopper Barge "NEWBY" ex "JAMES 66".  
where it will be used as a pumping engine.

The amount of Entry Fee ... £ : : When applied for,  
Special ... £ 4 : 0 : 5-2-1936  
Donkey Boiler Fee ... £ : : When received,  
Travelling Expenses (if any) £ : : 19

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

Committee's Minute

FRI 18 AUG 1939

Assigned

See FE 211



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