

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

15 SEP 1926

Date of writing Report 7th Sept 1926. When handed in at Local Office 8th Sept. 1926 Port of Greenock.
 No. in Survey held at Port Glasgow. Date, First Survey 16th November 1925 Last Survey 3rd Sept 1926.
 Reg. Book. on the TWIN SCREW HOPPER DREDGER "CARRON WATER". (Number of Visits 36)
 Built at Port Glasgow. By whom built Ferguson Bros (Port Glasgow) Ltd. Yard No. 279 When built 1926.
 Engines made at Port Glasgow By whom made " " " Engine No. 279 when made 1926.
 Boilers made at Jarrow. By whom made Palmer Ltd. Boiler No. 1063-4 when made 1926.
 Registered Horse Power Owners London, Midland & Scottish Railway. Port belonging to London.
 Nom. Horse Power as per Rule 171. Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes.

ENGINES, &c.—Description of Engines Triple expansion Twin screw.
 Dia. of Cylinders 12 x 19 x 32 Length of Stroke 24 Revs. per minute 140 No. of Cylinders 6 No. of Cranks 6
 Dia. of Crank shaft journals as per rule 6.45 as fitted 6.2 Dia. of Crank pin 6.39 Crank webs Mid. length breadth 12.4 Thickness parallel to axis 4.58
 as fitted 6.2 Mid. length thickness 4.58 shrunk Thickness around eye-hole 2.48
 Diameter of Thrust shaft under collars as per rule 6.39 as fitted 8 Diameter of Tunnel shaft as per rule 6.99 as fitted 6.99 Diameter of Screw shaft as per rule 7.05 as fitted 4.78 Is the Screw shaft fitted with a continuous liner the whole length of the stern tube NO 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 joints burned NO 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 NONE Is an approved appliance fitted at the after end of the shaft to permit of its being efficiently lubricated YES
 Pitch of Propeller 9'-6" No. of Blades 3 State whether Moveable SOLID Total Surface 26 square feet.
 No. of Feed Pumps fitted to the Main Engines NONE Diameter of ditto ✓ Stroke ✓ Can one be overhauled while the other is at work ✓
 No. of Bilge Pumps fitted to the Main Engines NONE 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. 6" x 8 1/2" x 13" 1 FEED & BILGE. 6" x 4 1/4" x 6"
 No. and size of Pumps connected to the Main Bilge Line 1-6" x 6" x 6" 1-5 1/4" x 5" x 5"
 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 ✓ No. and size of suctions connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 3-2 1/2" and in Holds, &c. ONE. 2 1/2" AFT PEAK
3-2 1/2" EACH SIDE FORWARD

No. and size of Main Water Circulating Pump Bilge Suctions 1-6" No. and size of Donkey Pump Direct Suctions to the Engine Room Bilges 1-3 1/4" 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 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 HOLD SUCTIONS, STEAM & EXHAUST TO WINCHES How are they protected STEEL SHEATING
 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 ✓ Is it fitted with a watertight door ✓ worked from ✓

MAIN BOILERS, &c.—(Letter for record S (r)) Total Heating Surface of Boilers 3500 sq. ft.
 Is Forced Draft fitted N.O. No. and Description of Boilers 2, S.B. Working Pressure 180
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES. (NEWCASTLE. RPT 80248)
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? ✓
 PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers NONE Donkey Boilers NONE
 General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements NONE

SPARE GEAR. State the articles supplied:—
2 PROPELLERS, 2 TOP END BOLTS & NUTS, 2 BOTTOM END BOLTS & NUTS, 2 MAIN BEARING BOLTS & NUTS, 6 COUPLING BOLTS & NUTS, 1 SET OF BILGE & FEED PUMP VALVES, 1 SET OF AIR PUMP VALVES, ASSORTED BOLTS & NUTS, IRON OF VARIOUS SIZES.

The foregoing is a correct description,
 FERGUSON BROTHERS (PORT GLASGOW) LTD.
Geta Ferguson
 DIRECTOR.

Manufacturer.



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Dates of Survey while building:

 During progress of work in shops: (1925) Nov 16, Dec 16, 22, (1926) Jan 12, Feb 1, 4, 8, 16, 23, 26, Mar 1, 8, 11, 16, 24, Apr 19, 26, 29, May 3, 24, 28, Jun 15, 17, July 17, 21, 23, 27, 28, Aug 6, 9, 20, 26, Sept 2, 3.

 During erection on board vessel:

 Total No. of visits: 36.

Dates of Examination of principal parts—Cylinders 16-3-26. Slides 3-5-26.

 Covers 16-3-26. Pistons 8-2-26. Rods 3-5-26.

 Connecting rods 11-3-26. Crank shaft 24-3-25. Thrust shaft 3-5-26.

 Tunnel shafts NONE. Screw shaft 14-5-26. Propeller 14-5-26.

 Stern tube 3-5-26. Engine and boiler seatings 8-6-26. Engines holding down bolts 17-6-26.

 Completion of pumping arrangements 14-6-26. Boilers fixed 14-6-26. Engines tried under steam 2-9-26.

 Completion of fitting sea connections 28-7-26. Stern tube 8-6-26. Screw shaft and propeller 28-7-26.

 Main boiler safety valves adjusted 26-8-26. Thickness of adjusting washers P $\frac{1}{32}$ S $\frac{1}{32}$ P $\frac{9}{16}$ S $\frac{9}{16}$.

 Material of Crank shaft Ingot steel. Identification Mark on Do. LLOYDS. 4484. JD.

 Material of Thrust shaft " Identification Mark on Do. " 1464. JD.

 Material of Tunnel shafts " Identification Marks on Do. "

 Material of Screw shafts Ingot steel. Identification Marks on Do. LLOYDS. 1464. JD.

 Material of Steam Pipes S. S. Copper. Test pressure 400 LBS. Date of Test 24-4-26.

 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 NO. If so, state name of vessel.

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery has been built under special survey, in accordance with the approved plans. The engines and boilers have been securely fitted on board the vessel and tried under full power with satisfactory results.

The machinery of this vessel, is eligible, in my opinion, to be classed in the Register Book with record of survey + LMC 9-26.

It is submitted that this vessel is eligible for THE RECORD, + LMC 9.26. OG.

J.W. 16/9/26.

J. Avey
 Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 3 : 0 : 0 When applied for,

 Special ... £ 25 : 13 : 0 When received,

 Donkey Boiler Fee ... £ : :

 Travelling Expenses (if any) £ : :

Committee's Minute GLASGOW 14 SEP 1926

 Assigned + L.M.C. 9.26.



WBM
 7/9/26

Certificate to be sent to

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

CERTIFICATE WRITTEN