Rpt. 4. No. 15418

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 3 AUG 1926

Date of writing Report 29-7-1926 When handed in at Local Office 1926 Port of Rotterdam

No. in Reg. Book. Survey held at Zaltbommel. Date, First Survey 1st of April Last Survey 29th July 1926

on the Steel Screw Hopper Barge "FOREMOST 36" (Number of Visits 6)

Tons { Gross / Net

Built at Zaltbommel. By whom built Mess. J. Meyer Scheepsb. My Yard No. 499. When built 1926

Engines made at Coatbridge. By whom made Wm Beardmore & Co Engine No. 611 when made 1924

Boilers made at Glasgow By whom made Wm Beardmore & Co Boiler No. 178 when made 1924

Registered Horse Power Owners James Dredging Co Ltd Port belonging to

Nom. Horse Power as per Rule 110 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines See Glasgow report N° 45151. Attached hereto Revs. per minute 85

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 — shrunk Thickness parallel to axis — Thickness around eye-hole —

Intermediate Shafts, diameter as per Rule — as fitted —

Thrust shaft, diameter at collars as per Rule — as fitted —

Tube Shafts, diameter as per Rule — as fitted — **Screw Shaft,** diameter as per Rule — as fitted 8¼" ✓ Is the {tube / screw} shaft fitted with a continuous liner { — / No }

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 Yes ✓ 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 Yes ✓ Length of Bearing in **Stern Bush** next to and supporting propeller 36" ✓

Propeller, dia. 9'0" ✓ Pitch 9'6" No. of Blades 4 Material Cast iron whether Moveable No Total Developed Surface 36 sq. feet

Feed Pumps worked from the **Main Engines,** No. — 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 One à 6"×4½"×6" ✓ / How driven Steam }

Pumps connected to the Main Bilge Line { No. and size One 7"×7"×8" / How driven Steam }

Ballast Pumps, No. and size One 7"×7"×8" ✓ **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 à 2¼" One à 2¾" ✓ = 3

In Holds, &c. One à 2" in forehold ✓ 2 in forward boyeny spaces à 2" 2 in after boyeny spaces à 2" ✓

Main Water Circulating Pump Direct Bilge Suctions, No. and size One à 4" **Independent Power Pump Direct Suctions** to the Engine Room Bilges, No. and size One à 2¾" ✓ 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 are carried through the bunkers bilge pipes ✓ How are they protected wooden casing ✓

What pipes pass through the deep tanks — Have they been tested as per Rule 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 Shaft Tunnel watertight No tunnel Is it fitted with a watertight door — worked from —

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

Is Forced Draft fitted — No. and Description of Boilers — Working Pressure —

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes Glasgow report 45151

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

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

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:— 2 topend bolts and nuts, 2 bottom end bolts and nuts, 2 mainbearing bolts and nuts, one set of coupling bolts One set of bilge and feedpump valves. One set of piston rings. A quantity of assorted bolts and nuts and some valves ✓ ✓

The foregoing is a correct description,

Manufacturer.

PILLARS AND

Dates of Survey while building

During progress of work in shops - - /

During erection on board vessel - - 1926. 1st of April 26 and 28th of May July 2 and 21st 29.

Total No. of visits 6

Dates of Examination of principal parts—Cylinders — Slides — Covers —

Pistons — Piston Rods — Connecting rods —

Crank shaft — Thrust shaft — Intermediate shafts —

Tube shaft — Screw shaft — Propeller —

Stern tube — Engine and boiler seatings — Engines holding down bolts —

Completion of pumping arrangements 21st of July Boilers fixed 2nd of July Engines tried under steam 29th of July

Main boiler safety valves adjusted 29th of July Thickness of adjusting washers S.B 17/32 PORT 14/32.

Crank shaft material — Identification Mark — Thrust shaft material — Identification Mark —

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

Screw shaft, material S.M.Steel Identification Mark LLOYD'S No. 5170 M.T.B.31-326 Steam Pipes, material Copper Test pressure 360 lbs Date of Test 28th of May

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 having been built under Special Survey and now retrospectively fitted, and found in a good working condition when tried, I am of opinion that this vessel is eligible to be recorded in the Society's Register Book with ✠LMC 7.26. OG.

It is submitted that this vessel is eligible for THE RECORD

✠LMC 7.26. O.G.

J.R. 5/8/26

Certificate to be sent to —

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

The amount of Entry Fee ... £ 36.00 } When applied for, ... 19.....

Special ... ... £ 100.00 }

Donkey Boiler Fee ... £ : :

Travelling Expenses (if any) £ 22.00 } When received, 13/8/26 19.....

Committee's Minute FRI. 6 AUG 1926

Assigned ✠L.M.C. 7.26 CERTIFICATE WRITTEN O.G.

J. J. Dehno

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 17 DEC 1926