

Rpt. 4.

Engine 2: 14120/23.
REPORT ON MACHINERY.

No. 84545.

Received at London Office 6 AUG 1921

Date of writing Report 6 AUG 1921

When handed in at Local Office 6 AUG 1921

Port of London

No. in Survey held at
Reg. Book.

Faversham

Date, First Survey 14 FEBRUARY

Last Survey 27th July 1921

37357 on the

Motor Tug "Flanchford"

(Number of Visits 7

Gross
Net

Master

Built at Faversham

By whom built

J. Pollock Sons & Co. Ltd. When built 1921

Engines made at

Stockholm

By whom made

J & C Bolinders & Co. Ltd.

when made 1921

Boilers made at

By whom made

when made

Registered Horse Power 320 B.H.P.

Owners

A. J. Humphrey & H. Lucy, Jr.

Port belonging to London

Nom. Horse Power as per Section 28 91.

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted Yes

ENGINES, &c.—Description of Engines Bolinders. 2.5.C.S.A.

No. of Cylinders 4

No. of Cranks 4

Dia. of Cylinders

16 ¹⁷/₃₂" 16 ¹/₂"

Length of Stroke

18 ⁵⁷/₆₄" 18 ¹⁵/₁₆"

Revs. per minute 225

Dia. of Screw shaft

as per rule

as fitted 3 ¹/₈"

Material of screw shaft Steel

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 water tight

in the propeller boss Yes

If the liner is in more than one length are the joints burned

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

Length of stern bush 2-5 ³/₈"

Dia. of Tunnel shaft

as per rule

as fitted 7"

Dia. of Crank shaft journals

as per rule

as fitted

Dia. of Crank pin

Size of Crank webs

Dia. of thrust shaft under

collars

Dia. of screw

Pitch of Screw

No. of Blades

State whether moreable

No. of Feed pumps

Diameter of ditto

Stroke

Can one be overhauled while the other is at work

No. of Bilge pumps

Diameter of ditto

Stroke

Can one be overhauled while the other is at work

No. of Donkey Engines

Sizes of Pumps

No. and size of Suctions connected to both Bilge and Donkey pumps

In Engine Room

In Holds, &c.

2-2"

3-2"

2-2"

2-2"

2-2"

No. of Bilge Injections

sizes

Connected to condenser, or to circulating pump

Is a separate Donkey Suction fitted in Engine room & size

Yes 2"

Are all the bilge suction pipes fitted with roses

Yes

Are the roses in Engine room always accessible

Yes

Are the sluices on Engine room bulkheads always accessible

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 stakehold plates

Yes

Are the Discharge Pipes above or below the deep water line

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

How are they protected

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

Yes

Are the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges

Yes

Is the Screw Shaft Tunnel watertight

Is it fitted with a watertight door

worked from

Yes

Yes

Yes

Yes

Yes

BOILERS, &c.—(Letter for record

Manufacturers of Steel

Total Heating Surface of Boilers

Is Forced Draft fitted

No. and Description of Boilers

Working Pressure

Tested by hydraulic pressure to

Date of test

No. of Certificate

Can each boiler be worked separately

Area of fire grate in each boiler

No. and Description of Safety Valves to

each boiler

Area of each valve

Pressure to which they are adjusted

Are they fitted with easing gear

Smallest distance between boilers or uptakes and bunkers or woodwork

Mean dia. of boilers

Length

Material of shell plates

Thickness

Range of tensile strength

Are the shell plates welded or flanged

Descrip. of riveting: cir. seams

long. seams

Diameter of rivet holes in long seams

Pitch of rivets

Lap of plates or width of butt straps

Per centages of strength of longitudinal joint

rivets

plate

Working pressure of shell by rules

Size of manhole in shell

Size of compensating ring

No. and Description of Furnaces in each boiler

Material

Outside diameter

Length of plain part

top

bottom

Thickness of plates

crown

bottom

Description of longitudinal joint

No. of strengthening rings

Working pressure of furnace by the rules

Combustion chamber plates: Material

Thickness: Sides

Back

Top

Bottom

Pitch of stays to ditto: Sides

Back

Top

If stays are fitted with nuts or riveted heads

Working pressure by rules

Material of stays

Area at smallest part

Area supported by each stay

Working pressure by rules

End plates in steam space:

Material

Thickness

Pitch of stays

How are stays secured

Working pressure by rules

Material of stays

Area at smallest part

Area supported by each stay

Working pressure by rules

Material of Front plates at bottom

Thickness

Material of Lower back plate

Thickness

Greatest pitch of stays

Working pressure of plate by rules

Diameter of tubes

Pitch of tubes

Material of tube plates

Thickness: Front

Back

Mean pitch of stays

Pitch across wide water spaces

Working pressures by rules

Girders to Chamber tops: Material

Depth and

thickness of girder at centre

Length as per rule

Distance apart

Number and pitch of stays in each

Working pressure by rules

Steam dome: description of joint to shell

% of strength of joint

Diameter

Thickness of shell plates

Material

Description of longitudinal joint

Diam. of rivet holes

Pitch of rivets

Working pressure of shell by rules

Crown plates

Thickness

How stayed

UPERHEATER. Type

Date of Approval of Plan

Tested by Hydraulic Pressure to

Date of Test

Is a Safety Valve fitted to each Section of the Superheater which can be shut off from the Boiler

Diameter of Safety Valve

Pressure to which each is adjusted

Is Easing Gear fitted

007563-007571-0162

IS A DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

SPARE GEAR. State the articles supplied:—Two crank pin bolts, two gudgeon pin bolts, set of coupling bolts, bridge pump valves, cylinder cover bolt, bolts for eccentric rod & tilting arm—all bolts with nuts, piston rings, fuel valves, etc. Two main bearing bolts with nuts.

The foregoing is a correct description,
for and on behalf of

JAMES POLLOCK SONS & Co., Ltd.,

Ronald M. Gill Manufacturer.

Dates of Survey while building { During progress of work in shops -- 1921 FEB 14 APR 27 MAY 6 JUNE 9 23 JULY 6 27
During erection on board vessel --
Total No. of visits 7

Is the approved plan of main boiler forwarded herewith

" " " donkey " " "

Dates of Examination of principal parts—Cylinders — Slides — Covers — Pistons — Rods —
Connecting rods — Crank shaft — Thrust shaft — Tunnel shafts — Screw shaft — Propeller —
Stern tube — Steam pipes tested — Engine and boiler seatings 27/4/21 Engines holding down bolts 9/6/21
Completion of pumping arrangements 23/6/21 Boilers fixed — Engines tried under steam 23/6/21
Completion of fitting sea connections 6/5/21 Stern tube 6/5/21 Screw shaft and propeller 6/5/21
Main boiler safety valve adjusted — Thickness of adjusting washers —
Material of Crank shaft steel Identification Mark on Do. — Material of Thrust shaft — Identification Mark on Do. —
Material of Tunnel shafts steel Identification Marks on Do. A. B. F. Material of Screw shafts steel Identification Marks on Do. A. B. F.
Material of Steam Pipes — Test pressure —

Is an installation fitted for burning oil fuel Oil Engine Is the flash point of the oil to be used over 150°F. Yes

Have the requirements of Section 49 of the Rules been complied with. Yes

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

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

The engines described Stockholm Report 2-2010 have been securely fitted on board & satisfactorily tried under full power. The fuel tanks have been tested, a fire extinguisher fitted & the installation is in other respects in accordance with the Rules.

This vessel is in my opinion eligible to have notation +LMC 7, 21 in the Register Book.

It is submitted that
this vessel is eligible for
THE RECORD +LMC 7, 21
Oil Engines 2.5 C.S.A. (annual survey)
4 Cy. 16 1/2 - 18 15/16 91 NHP.
V.C.G. Bolinders Co Lim. Stockholm Bell 15/8/21 J.R.H.

The amount of Entry Fee ... £ : : When applied for, AUG 1921
Special ... £ : :
Donkey Boiler Fee ... £ 4 : 19.0
Travelling Expenses (if any) £ 6 = 13 = 4 22.8 1921
TUE. 16 AUG. 1921

Committee's Minute

Assigned

+LMC 7, 21

oil engines

H Sandner-Smith.
Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation