

REPORT ON OIL ENGINE MACHINERY.

No. 44981

JUL -7 1937

6 JUL 1937

Received at London Office

4b.

Writing Report

When handed in at Local Office

Port of HULL

Date, First Survey May 29th Last Survey June 23rd 1937.

Survey held at Hull

on the ~~Triple~~ ^{Single} Screw vessel GRAB HOPPER BARGE "MARY SOUTHWELL"

Tons { Gross Net

at Gainsborough

By whom built J.S. Watson Yard No. 1454 When built 1937

By whom made W.H. Dorman & Co. Ld. Engine No. 30390 When made 1937

By whom made Priestman Brothers Ld. Boiler No. ✓ When made ✓

Owners Wisbech Harbour Commissioners Port belonging to Wisbech.

Horse Power Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted No.

Horse Power as per Rule Grab Hopper Barge for River Purposes.

ENGINE, &c. Type of Engines Dorman-Ricardo Type 2 or 4 stroke cycle Single or double acting

Diameter of cylinders Length of stroke No. of cylinders No. of cranks

Kind of fuel used Is there a bearing between each crank

Kind of fuel used shrunk Thickness parallel to axis Thickness around eyehole

Thrust Shaft, diameter at collars 2 1/2" ✓

Screw Shaft, diameter 2 1/2" ✓ Is the tube screw shaft fitted with a continuous liner ✓

Thickness between bushes Is the after end of the liner made watertight in the

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

Is an approved Oil Gland or other appliance fitted at the after end of the tube

Length of Bearing in Stern Bush next to and supporting propeller

Material whether Moveable Total Developed Surface sq. feet

Method of reversing Engines Cone clutches Is a governor or other arrangement fitted to prevent racing of the engine when declutched ✓

Are the cylinders fitted with safety valves decompressors Are the exhaust pipes and silencers water cooled or lagged with

conducting material No If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine ✓

Is the sea suction provided with an efficient strainer which can be cleared within the vessel ✓

Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size ✓

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

In Pump Room ✓

Are the Bilge Suctions in the Machinery Spaces

Are they fitted with Valves or Cocks ✓

Are the Overboard Discharges above or below the deep water line ✓

Are the Blow Off Cocks fitted with a spigot and brass covering plate ✓

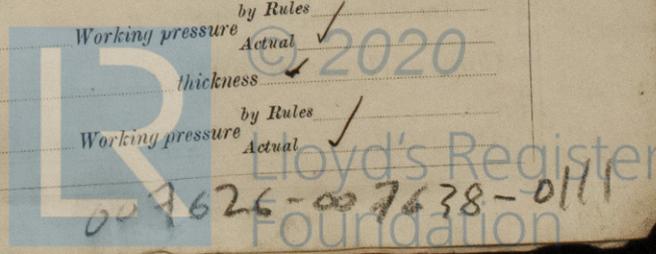
How are they protected ✓

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

Are they fitted with Valves or Cocks ✓



007626-007638-0111

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 (If not, state date of approval) *yes*

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied? *No spares supplied*

State the principal additional spare gear supplied

The foregoing is a correct description.

PRIESTMAN BROTHERS, LTD.

Manufacturer.

~~Director~~

P. J. Smith

Dates of Survey while building
 { During progress of work in shops - -
 { During erection on board vessel - - - *1937 May 29, 31. June 2, 4, 7, 9, 12, 14, 23.*
 Total No. of visits *9.*

Dates of Examination of principal parts—Cylinders Covers Pistons Rods Connecting rods
 Crank shaft Flywheel shaft Thrust shaft *4.6.37* Intermediate shafts *4.6.37* Tube shaft
 Screw shaft Propeller Stern tube Engine seatings *4.6.37* Engines holding down bolts *4.6.37*
 Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions *8.6.37 & 23.6.37.*
 Crank shaft, Material Identification Mark Flywheel shaft, Material Identification Mark
 Thrust shaft, Material *Steel* Identification Mark *N° 927, T.A.O., 12.2.37.*
 Tube shaft, Material Identification Mark Intermediate shafts, Material *Steel* Identification Marks *N° 927, T.A.O., 12.2.37.*
 Screw shaft, Material *Steel* Identification Mark *N° 927, T.A.O., 12.2.37.*

Is the flash point of the oil to be used over 150° F. *Yes*

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with *Yes*

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 *No* If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c. *The Dorman oil engine and Priestman shafting and gearing have been fitted at Hull in accordance with the Rule requirements, approved plans and Secretary's letters and tried under working conditions and found satisfactory. The workmanship and materials are good. The machinery of this vessel is in my opinion eligible to have * LMC 6.37.*

Table with columns for fee types (Entry Fee, Special, Donkey Boiler Fee, Travelling Expenses) and amounts in pounds (£).

When applied for, **6 JUL 1937**

When received, 19

W. S. Shields

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **TUE 13 JUL 1937**

Assigned + LMC 6.37



© 2020 Lloyd's Register Foundation