

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office SAT. JAN. 13 1923

Date of writing Report 8<sup>th</sup> Jan. 1923 When handed in at Local Office 12<sup>th</sup> Jan. 1923 Port of Southampton  
 No. in Survey held at Southampton Date, First Survey 9<sup>th</sup> Jan. 1922 Last Survey 9<sup>th</sup> Jan. 1923  
 Reg. Book. on the steel HOPPER BARGE "FOREMOST VII" (Number of Visits 23) Tons { Gross 598  
 Net 283.23  
 Built at Southampton By whom built White Bros. Yard No. 220 When built 1923-1  
 Engines made at Southampton By whom made J. J. Sharny Croft & Co. Ltd. Engine No. W678E when made 1922  
 Boilers made at " " By whom made " " Boiler No. W678E when made 1922  
 Registered Horse Power Owners R. E. V. James Ltd. Port belonging to London  
 Nom. Horse Power as per Rule 88 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

**ENGINES, &c.**—Description of Engines Triple expansion.  
 Dia. of Cylinders 13 1/2" 22" 35" Length of Stroke 27" Revs. per minute 120 No. of Cylinders 3 No. of Cranks 3  
 Dia. of Crank shaft journals as per rule 7.271" as fitted 7 1/2" Dia. of Crank pin 7 1/2" Crank webs Mid. length breadth 1-2 1/2" Thickness parallel to axis 5 3/4"  
 as per rule 7.271" as fitted 7 1/2" Mid. length thickness 5 3/4" shrunk Thickness around eye-hole 3 1/2"  
 Diameter of Thrust shaft under collars as per rule 7.271" as fitted 7 1/2" Diameter of Tunnel shaft as per rule 6.93" as fitted none Diameter of Screw shaft as per rule 8.17" as fitted 8 3/4" Is the Screw shaft fitted with a continuous liner the whole length of the stern tube no liner 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 yes 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 yes  
 If two liners are fitted, is the shaft lapped or protected between the liners yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated no Length of Stern Bush 2-11" Diameter of Propeller 9-6"  
 Pitch of Propeller 11-0" No. of Blades 4 State whether Moveable no Total Surface 36 square feet.  
 No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 3 1/2" Stroke 11" Can one be overhauled while the other is at work yes  
 No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 3 1/2" Stroke 11" Can one be overhauled while the other is at work yes  
 Total number and size of power driven Feed and Bilge Auxiliary Pumps } One donkey for Feed, bilge & Ballast  
 No. and size of Pumps connected to the Main Bilge Line } 6x4 DUPLEX  
 No. and size of Ballast Pumps yes No. and size of Lubricating Oil Pumps, including Spare Pump yes  
 Are two independent means arranged for circulating water through the Oil Cooler yes No. and size of suction connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room One 2 1/4", Two 2" and in Holds, &c. One - 2 1/4" Four 2"

No. and size of Main Water Circulating Pump Bilge Suctions One - 4" No. and size of Donkey Pump Direct Suctions to the Engine Room Bilges One - 2 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 Below  
 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 bunker For bilge pipes & Peak suction How are they protected Wood casing  
 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 none Is it fitted with a watertight door yes worked from yes

**MAIN BOILERS, &c.**—(Letter for record S) Total Heating Surface of Boilers 1620 sq ft  
 Forced Draft fitted no No. and Description of Boilers One single-ended Working Pressure 180 lbs.  
 IS A REPORT ON MAIN BOILER NOW FORWARDED? yes  
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? yes  
**PLANS.** Are approved plans forwarded herewith for Shafting no Main Boilers no Auxiliary Boilers yes Donkey Boilers yes  
 General Pumping Arrangements no Oil fuel Burning Piping Arrangements no

**SPARE GEAR.** State the articles supplied:— Two each top and bottom end connecting rod bolts nuts, set of main bearing bolts nuts & bolts, set of coupling bolts nuts, 1 set of feed & bilge pump valves, assorted bolts & nuts, a quantity of pieces of iron etc. (assorted)

The foregoing is a correct description  
  
 JOHN I. THORNYCROFT & CO. LTD.  
 ENGINEERS  
 13 JAN 1923  
 DEPARTMENT  
 SOUTHAMPTON

Manufacturer.

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During progress of work in shops -- } Jan. 9, 23. Feb. 1. March 9, 27 April 3, 11, 20.  
 May 4, 8, 11, 17. June 17, 20, 25, 30. Sept. 24.  
 Dates of Survey while building } During erection on board vessel --- } Nov. 9, 20, 22. Dec. 12, 18, 21.  
 Total No. of visits 23.

Dates of Examination of principal parts -- Cylinders 8.5.22. Slides 28.7.22.  
 Covers 28.7.22. Pistons 28.7.22. Rods 28.7.22.  
 Connecting rods 28.7.22. Crank shaft 28-7-22. Thrust shaft 28-7-22.  
 Tunnel shafts none. Screw shaft 28-7-22. Propeller 23.11.22.  
 Stern tube 23.11.22. Engine and boiler seatings 23.11.22. Engines holding down bolts 21.12.22.  
 Completion of pumping arrangements 9-1-23. Boilers fixed 21.12.22. Engines tried under steam 21.12.22.  
 Completion of fitting sea connections 23.11.22. Stern tube 23.11.22. Screw shaft and propeller 23.11.22.  
 Main boiler safety valves adjusted 9-1-23. Thickness of adjusting washers P.  $\frac{3}{8}$ " S.  $\frac{13}{32}$ "  
 Material of Crank shaft Steel Identification Mark on Do. 6058, 1-2-22. J.P.  
 Material of Thrust shaft " Identification Mark on Do. 149 B. P. H. & Co.  
 Material of Tunnel shafts " Identification Marks on Do. 150 T. P. M. & Co.  
 Material of Screw shafts " Identification Marks on Do. 150 T. P. M. & Co.  
 Material of Steam Pipes S.D. Copper Test pressure 360 see Sou. 1/16-1-23. 240 lbs. Date of Test 18-12-22.  
 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 carrying and burning oil fuel been complied with   
 Is this machinery duplicate of a previous case yes If so, state name of vessel "Gaugail II"

**General Remarks** (State quality of workmanship, opinions as to class, &c. The engines & boiler of this vessel have been constructed in accordance with the rules & approved plans. The materials & workmanship are sound & good. The boiler tested by hydraulic pressure and with the engines secured on board and tested under steam, they are now in good order, and safe-working condition, and respectfully submitted as being eligible in our opinion to be classed, with the notation of +LMC-1.23 in the Register book.

No oil gland fitted.  
 See Sou. 1/16-1-23.

It is submitted that this vessel is eligible for THE RECORD. + LMC 1.23.

*CMS*

J. J. Thornycroft & Co. Ltd. 22/1/23

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 ... £ 2 : : } When applied for, 10<sup>th</sup> Jan. 1923  
 Special ... £ 22 : 0 : }  
 Donkey Boiler Fee ... £ ✓ : : } When received, 20<sup>th</sup> Jan. 1923  
 Travelling Expenses (if any) £ ✓ : : }

J. G. Mackillop & L. H. Young  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. JAN. 19 1923  
 Assigned + LMC 1.23

CERTIFICATE WRITTEN



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