

## 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*)  
 Built at *Southampton* By whom built *White Bros.* Yard No. *220* Tons Gross *598* Net *283.23*  
 Engines made at *Southampton* By whom made *J. I. Thornycroft & 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. Jones 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.*

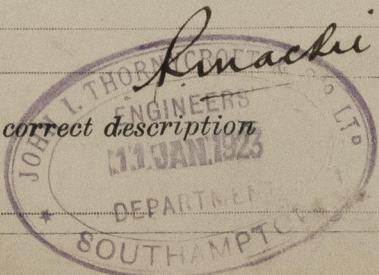
ENGINES, &c.—Description of Engines *Triple expansion.*  
 Dia. of Cylinders *13 1/2" 22" 35"* Length of Stroke *27"* Revs. per minute *120.* No. of Cylinders *3.* No. of Cranks *3.*  
 Dia. of Crank shaft journals as per rule *7.271"* as fitted *7 1/2"* Dia. of Crank pin *7 1/2"* Crank webs Mid. length breadth *1.2 1/2"* Thickness parallel to axis *5 3/4"*  
 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 1/4"* 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 1/4"* 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 4 bilge pipes 1 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



Manufacturer.



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Foundation

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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. MCG.  
 Material of Screw shafts " Identification Marks on Do. 150 T. P. MCG.  
 Material of Steam Pipes S.D. Copper 360 See Sou. 16-1-23. Test pressure 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. 16-1-23.

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

CMS

The amount of Entry Fee ... £ 2 : :  
 Special ... £ 22 : 0 :  
 Donkey Boiler Fee ... £ ✓ : :  
 Travelling Expenses (if any) £ ✓ : :

When applied for, 10<sup>th</sup> Jan. 1923  
 When received, 20<sup>th</sup> Jan. 1923

Committee's Minute

Assigned

FRI. JAN. 19 1923

+ LMC 1.23

CERTIFICATE WRITTEN

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



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Certificate to be sent to J. G. Mackillop & L. H. Young 22/1/23

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