

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

7 NOV 1928

Date of writing Report 6-11-1928 When handed in at Local Office 6-11-1928 Port of Aberdeen
 No. in Survey held at Aberdeen Date, First Survey 8-6-28 Last Survey 31-10-1928
 Reg. Book. on the Steel Sc. Hopper Barge "FRANCIS GILBERTSON" (Number of Visits 15)
 Built at Aberdeen By whom built A. Hall & Co. Ltd. Yard No. 612 When built 1928
 Engines made at Aberdeen By whom made A. Hall & Co. Ltd. Engine No. 313 when made 1928
 Boilers made at Hebburn By whom made Palmer & Co. Ltd. Boiler No. 1112 when made 1928
 Registered Horse Power Owners Great Western Railway Co. Port belonging to London
 Nom. Horse Power as per Rule 45 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

ENGINES, &c.—Description of Engines Triple Expansion
 Dia. of Cylinders 10" 16" 26" Length of Stroke 18" Revs. per minute 130 No. of Cylinders 3 No. of Cranks 3
 Dia. of Crank shaft journals as per rule 5.12" as fitted 5.25" Dia. of Crank pin 5.25" Crank webs Mid. length breadth 9 3/4" If shrunk Thickness parallel to axis 3 1/4"
 Diameter of Thrust shaft under collars as per rule 5.12" as fitted 5.25" Diameter of Tunnel shaft as per rule 4.88" as fitted 5.25" Diameter of Screw shaft as per rule 5.66" as fitted 6" 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 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 no liner Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated yes, Central gland Length of Stern Bush 24" Diameter of Propeller 6'-6"
 Pitch of Propeller 10'-0" No. of Blades 4 State whether Moveable no Total Surface 19.5 sq square feet.
 No. of Feed Pumps fitted to the Main Engines 1 Diameter of ditto 2 1/8" Stroke 9" Can one be overhauled while the other is at work yes
 No. of Bilge Pumps fitted to the Main Engines 1 Diameter of ditto 2 1/8" Stroke 9" Can one be overhauled while the other is at work yes
 Total number and size of power driven Feed and Bilge Auxiliary Pumps 2, each 5 1/4" x 3 1/2" x 5"
 No. and size of Pumps connected to the Main Bilge Line One 5 1/4" x 3 1/2" x 5"
 No. and size of Ballast Pumps One No. and size of Lubricating Oil Pumps, including Spare Pump none
 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" and in Holds, &c. One 2" from each of following:—Fore peak, fore hold, Port wing chamber, Starboard wing chamber, after peak.
 No. and size of Main Water Circulating Pump Bilge Suctions One 2 1/4" 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 Strum boxes
 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 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 none How are they protected 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 Screw Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from yes

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 887 sq.
 Is Forced Draft fitted no No. and Description of Boilers One S.E. main 150 Working Pressure 180 lbs. sq.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes, Newcastle Rpt No. 83420
 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 yes Auxiliary Boilers yes Donkey Boilers yes
 (If not state date of approval)
 General Pumping Arrangements yes Oil and Burning Piping Arrangements yes

SPARE GEAR. State the articles supplied:—Two top end bolts & nuts, 2 bottom end bolts & nuts, 2 main bearing bolts & nuts, set of Coupling bolts, set of feed, bilge & air pump valves, one main & one donkey check valve, 6 junk ring bolts & nuts, propeller.

The foregoing is a correct description,

For ALEXANDER HALL & CO., Ld.

A. L. M. M.

Manufacturer.



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Lloyd's Register
Foundation

007825-007833-0204

1928.
June 8. July 31. Aug. 13. 27. Sept. 11. 20. Oct 3. 8. 10
During progress of work in shops - - -
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits 15.

Dates of Examination of principal parts - Cylinders 11-9-28. Slides 20-9-28.
Covers 11-9-28. Pistons 20-9-28. Rods 3-10-28.
Connecting rods 31-7-28. Crank shaft 3-10-28. Thrust shaft 3-10-28.
Tunnel shaft 3-10-28. Screw shaft 3-10-28. Propeller 3-10-28.
Stern tube 3-10-28. Engine and boiler seatings 10-10-28. Engines holding down bolts 17-10-28.
Completion of pumping arrangements Boilers fixed 23-10-28. Engines tried under steam
Completion of fitting sea connections 10-10-28. Stern tube 10-10-28. Screw shaft and propeller 10-10-28.
Main boiler safety valves adjusted 29-10-28. Thickness of adjusting washers P & S 7/16
Material of Crank shaft Steel Identification Mark on Do. 313 PF. } Combined shaft
Material of Thrust shaft Steel Identification Mark on Do. 313 PF. }
Material of Tunnel shafts Steel Identification Marks on Do. 31 PF.
Material of Screw shafts Steel Identification Marks on Do. 31 PF.
Material of Steam Pipes S.D. Copper. Test pressure 360 lb. Date of Test 23-10-28.
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 yes If so, state name of vessel Engines duplicate of "CLEARWA"
abundem Report No. 14676.
General Remarks (State quality of workmanship, opinions as to class, &c.)

These engines have been built under special survey in accordance with the Rules of this Society. The materials & workmanship are good. Together with the boiler - Newcastle Report No 83420 - they have been properly fitted on board, tried under working conditions & found satisfactory.

The machinery is eligible in my opinion to have the record - Lmc 10, 28. O.G. in the Register Book.

It is submitted that this vessel is eligible for THE RECORD. Lmc 10.28 O.G.

D.A.
10/11/28.

W.D.A.

The amount of Entry Fee ... £ 2 : -
Special 3/5 Lmc (5-15-0) £ 9 : -
Donkey Boiler Fee ... £ : -
Travelling Expenses (if any) £ : -
When applied for, 6-11-1928
When received, 1-12-28

P. Fitzgerald.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE 13 NOV 1928

Assigned

Lmc 10.28

CERTIFICATE WRITTEN.

O.G.



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