

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 11 FEB 1929

Date of writing Report 7th Feb^{ry} 1929 When handed in at Local Office 7th Feb^{ry} 1929 Port of Leith
 No. in Survey held at Leith Date, First Survey 6th Dec^r 1928 Last Survey 2nd Feb^{ry} 1929
 Reg. Book. 19595 on the Grab Hopper Dredger "Chun Ping" (Number of Visits 14)
 Built at Leith By whom built Henry Robb Ltd. Yard No. 125 Tons { Gross 495
 Engines made at Glasgow By whom made McKie & Baxter Ltd Engine No. 1234 when made 1928
 Boilers made at Hebburn-on-Tyne By whom made Palmer Ship^s & Iron Co^l Boiler No. 1114 when made 1928
 Registered Horse Power 52 Owners Priestman Bros. Ltd. Port belonging to Hull
 Nom. Horse Power as per Rule 52 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended Dredging

ENGINES, &c.—Description of Engines See Glasgow Rpt. No 48765. Revs. per minute
 Dia. of Cylinders Length of Stroke No. of Cylinders No. of Cranks
 Crank shaft, dia. of journals as per Rule Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis
 as fitted Mid. length thickness shrunk Thickness around eye-hole
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
 as fitted Is the { tube } shaft fitted with a continuous liner {
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule
 as fitted Is the { screw }
 Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the
 as fitted propeller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
 If the liner does not fit lightly 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 Is an approved Oil Gland or other appliance fitted at the after end of the tube
 shaft If so, state type Length of Bearing in Stern Bush next to and supporting propeller
 Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet
 Feed Pumps worked from the Auxy Engines, No. one ✓ Diameter 3" ✓ Stroke 6" ✓ Can one be overhauled while the other is at work ✓
 Bilge Pumps worked from the Auxy Engines, No. one ✓ Diameter 3" ✓ Stroke 6" ✓ Can one be overhauled while the other is at work ✓
 Feed Pumps { No. and size One - 6" x 4" x 8" ✓ Pumps connected to the { No. and size one - 4 1/2" x 3" x 6" ✓
 { How driven Steam Driven ✓ Main Bilge Line { How driven Steam Driven Duplex ✓
 Ballast Pumps, No. and size ✓ Lubricating Oil Pumps, including Spare Pump, No. and size ✓
 Are two independent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room One centre suction 2 1/2" at after end of E.R. Two wing suction in stokehold - 2 1/2" ✓
 In Holds, &c. One 2" suction in Hopper Guide & one 2" suction in each buoyancy space - p.r.s. ✓
One 2" suction in forward space. ✓
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 - 3 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 1 - 2 1/2" 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 Sea Connections fitted direct on the skin of the ship yes ✓ Are they fitted with 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 Overboard Discharges 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 pass through the bunkers Steam pipes to Grab Gears & Winders How are they protected In casings ✓
 What pipes pass through the deep tanks 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 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 Shaft Tunnel watertight ✓ Is it fitted with a watertight door ✓ worked from ✓

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 980 sq. ft. ✓
 Is Forced Draft fitted No ✓ No. and Description of Boilers One Single Ended Multi Working Pressure 130 lbs. ✓
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes ✓
 IS A DONKEY BOILER FITTED? No ✓ If so, is a report now forwarded? ✓
 PLANS. Are approved plans forwarded herewith for Shafting ✓ Main Boilers yes ✓ Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval)
 Superheaters ✓ General Pumping Arrangements yes ✓ Oil fuel Burning Piping Arrangements ✓

SPARE GEAR. State the articles supplied:—
In addition to articles mentioned in Gls. Rpt. No 48765 there are:—
One air pump bucket & rod. ✓
one pair of bottom end brasses. ✓
One impeller. ✓
one prop. shaft. ✓

waterwood indof

The foregoing is a correct description,

Manufacturer.



Dates of Survey while building
 During progress of work in shops - -
 During erection on board vessel - - -
 Total No. of visits

Dec 1928. 6, 13, 27, 28. Jan 1929. 3, 7, 10, 14, 16, 21, 22, 24, 30. Feb. 2.

14.

Dates of Examination of principal parts—Cylinders Slides Covers
 Pistons Piston Rods Connecting rods
 Crank shaft Thrust shaft Intermediate shafts
 Tube shaft Screw shaft fitted 27-12-28 Propeller fitted 27-12-28
 Stern tube fitted 13-12-28 Engine and boiler seatings 27-12-28 Engines holding down bolts 10-1-29
 Completion of fitting sea connections 13-12-28
 Completion of pumping arrangements 21-1-29 Boilers fixed 16-1-29 Engines tried under steam 22-1-29, 2-2-29
 Main boiler safety valves adjusted 30-1-29 Thickness of adjusting washers P 9/16 S 9/32
 Crank shaft material Identification Mark Thrust shaft material Identification Mark
 Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark
 Screw shaft, material Identification Mark Steam Pipes, material Copper Test pressure 260 lbs Date of Test 14-1-29
 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 the use of oil as fuel been complied with ✓
 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 ✓
 Is this machinery duplicate of a previous case ✓ If so, state name of vessel ✓

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

This Machinery has now been efficiently fitted on board the vessel. On completion the boiler safety valves were adjusted under steam to the approved working pressure, & the main & auxiliary machinery was tried under full power at sea, & was found satisfactory in every way. In my opinion it is now eligible to be classed in the Register Book with the notation of + L.M.C. 2.29 & the record of T.S. O.G.

It is submitted that this vessel is eligible for THE RECORD.

L.M.C. 2.29. O.G.

John Houston
 Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ : :
 Special 1/5... £ 3 : 0.0
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 19 29
 When received, 13/2/29

Committee's Minute FRI. 15 FEB 1929

Assigned + L.M.C. 2.29



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