

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office - 9 JAN 1929

Date of writing Report 3-1- 1929 When handed in at Local Office 4-1- 1929 Port of Glasgow.

No. in Survey held at Glasgow Date, First Survey 29. 8. 28 Last Survey 25-12-1928.  
 Reg. Book. 29593 on the Grab Hoppe Dredger "Chun Ping" (Number of Visits 22) Tons { Gross 495  
 Net 291

Built at Leith By whom built Kenny Robt Ltd. Yard No. 125 When built 1929

Engines made at Glasgow By whom made McKie & Baxter Ltd. Engine No. 1234 when made 1928.

Boilers made at Leith on Tyne By whom made Palmer Ship & Iron Co. Ltd. Boiler No. when made

Registered Horse Power Owners Prestman Bros Ltd Port belonging to Hull

Nom. Horse Power as per Rule 52 ✓ Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Compound Revs. per minute

Dia. of Cylinders 15"-30" Length of Stroke 24" No. of Cylinders 2 No. of Cranks 2 ✓

Crank shaft, dia. of journals as per Rule 6.549 ✓ Crank pin dia. 6 5/8" Crank webs Mid. length breadth ✓ Thickness parallel to axis 4 1/2" ✓  
 as fitted 6 5/8" Mid. length thickness ✓ Thickness around eye-hole 2 13/16" ✓

Intermediate Shafts, diameter as per Rule 6.366" ✓ Thrust shaft, diameter at collars as per Rule 6.549" ✓  
 as fitted NONE as fitted 6 5/8" ✓

Tube Shafts, diameter as per Rule ✓ Screw Shaft, diameter as per Rule 4.66" FOR ICE CONDITIONS ✓  
 as fitted NONE as fitted 4 3/4" ✓ Is the { tube } shaft fitted with a continuous liner { No. }

Bronze Liners, thickness in way of bushes as per Rule ✓ Thickness between bushes as fitted ✓ Is the after end of the liner made watertight in the 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 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 ✓  
 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 Yes ✓

Length of Bearing in Stern Bush next to and supporting propeller 2'-9" ✓

Propeller, dia. 8'-4" Pitch 4'-9" No. of Blades 4 ✓ Material Cast steel whether Moveable No. ✓ Total Developed Surface 256 sq. feet

Feed Pumps worked from the Main Engines, No. NONE ✓ Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓

Bilge Pumps worked from the Main Engines, No. NONE ✓ Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓

Feed Pumps { No. and size } Pumps connected to the { No. and size }  
 { How driven } Main Bilge Line { How driven }

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

In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

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

Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate

What Pipes pass through the bunkers How are they protected

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

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

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 980 sq. ft.

Is Forced Draft fitted No. No. and Description of Boilers One S.E. Working Pressure 130 lbs. sq. in.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? No.

IS A DONKEY BOILER FITTED? — If so, is a report now forwarded? ✓

PLANS. Are approved plans forwarded herewith for Shafting 13-8-28 Main Boilers— Auxiliary Boilers — Donkey Boilers —  
 (If not state date of approval) 25-8-28

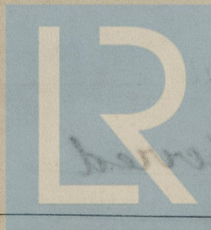
Superheaters — General Pumping Arrangements ✓ Oil fuel Burning Piping Arrangements —

SPARE GEAR. State the articles supplied:— 2- top end bolts & nuts, 2- bottom end bolts & nuts,  
2- Main bearing bolts, 1- set of coupling bolts, 1- set of feed & bilge pump  
valves for independent pumps, 1- set of piston springs, a quantity of assorted  
bolts & nuts, iron of various sizes.

The foregoing is a correct description,

McKie & Baxter Ltd.  
& R. A. Hanley.

Manufacturers.



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Lloyd's Register Foundation

007930-007937-0245

Checked 11/1/29 (20)

80584

1925 Aug 29-31 Sep 4-7-12-28-27 Oct 2-5-9-12-16-19-25-29 Nov 1-15-19-26 Dec 4-10-25

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits 22

Dates of Examination of principal parts—Cylinders 26-11-28 Slides 26-11-28 Covers 26-11-28

Pistons 26-11-28 Piston Rods 26-11-28 Connecting rods 26-11-28

Crank shaft 19-11-28 Thrust shaft 19-11-28 Intermediate shafts NONE

Tube shaft NONE Screw shaft 25-12-28 Propeller 25-12-28

Stern tube 4-12-28 Engine and boiler seatings ✓ Engines holding down bolts ✓

Completion of fitting sea connections ✓

Completion of pumping arrangements ✓ Boilers fixed ✓ Engines tried under steam ✓

Main boiler safety valves adjusted ✓ Thickness of adjusting washers ✓

Crank shaft material S.M.S. Identification Mark LLOYDS. No. 234. J.D.M. 19-11-28 Thrust shaft material S.M.S. Identification Mark LLOYDS. No. 201. J.D.M. 19-11-28

Intermediate shafts, material NONE Identification Marks ✓ Tube shaft, material NONE Identification Mark ✓

Screw shaft, material S.M.S. Identification Mark LLOYDS. No. 201. J.D.M. 25-12-28 Steam Pipes, material ✓ Test pressure ✓ Date of Test ✓

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 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 No. If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery has been constructed under Special Survey in accordance with the Rules of the Society. The materials and workmanship employed in its manufacture are sound and good. The vessel for which it is intended will in my opinion be eligible for Record + L.M.C. with date when the machinery has been satisfactorily fitted on board and tried under working conditions. These engines have been despatched to Leith to be fitted on board.

a.b.  
5/11/29

The amount of Entry Fee ... £ 2 : - : When applied for, 8 - JAN 1929

Special 2/5. ... £ 6 : - : When received, 15 JAN 1929

Donkey Boiler Fee ... £ : :

Travelling Expenses (if any) £ : :

W. Lane J. S. MacDonald.  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 8 - JAN 1929

Assigned Deferred.

FRI. 15 FEB 1929

See Lth Reg. No. 17531

Lloyd's Register Foundation

Rpt. No. in Reg. Book 89595

Date of work

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Engines

Boilers

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Tested by

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Area of

In case of

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Smallest

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