

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 14/10/54 to 7/12/54 When handed in at Local Office 7/12/54 Port of GREENOCK
 No. in Survey held at PORT GLASGOW Date, First Survey 21/8/52 Last Survey 18/11/1954
 Reg. Book 90868 on the "J. P. WEBB" (HOPPER BARGE) (Number of Visits 52)
 Built at PORT GLASGOW By whom built FERGUSON BROTHERS (PORT GLASGOW) LTD Yard No. 408 Tons Gross 967.49
 Engines made at PORT GLASGOW By whom made FERGUSON BROS. (P.A.) LTD Engine No. 408 When built 11/1954
 Boilers made at GLASGOW By whom made DAVID ROWAN & CO. LTD. Boiler No. B586. When made 11/1954
 Indicated Registered Horse Power 950 B.H.P. = 855 Owners MELBOURNE HARBOR TRUST Port belonging to MELBOURNE
 MN 190 MN=171 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES
 Trade for which vessel is intended HOPPER BARGE

ENGINES, &c.—Description of Engines THREE CRANK TRIPLE EXPANSION SURFACE CONDENSING Revs. per minute 125
 Dia. of Cylinders 16" X 26" X 42" Length of Stroke 27" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 8.028" as fitted 8.25" Crank pin dia. 8.25" Mid. length breadth 15.75" Thickness parallel to axis 5.5"
 Intermediate Shafts, diameter as per Rule 7.646" as fitted 8" Thrust shaft, diameter at collars as per Rule 8.028" as fitted 8.25" at collar
 Tube Shafts, diameter as per Rule 8.876" as fitted 9.5" Is the screw shaft fitted with a continuous liner No
 Screw Shaft, diameter as per Rule 8.876" as fitted 9.5" Is the screw shaft fitted with a continuous liner No
 Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted 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 junctions made by fusion through the whole thickness of the liner 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 If so, state type NEWARK
 Is an approved Oil Gland or other appliance fitted at the after end of the tube YES
 Length of Bearing in Stern Bush next to and supporting propeller 3'-0 1/16"
 Propeller, dia. 10'-3" Pitch 10'-6" No. of Blades 4 Material BRONZE whether Movable FIXED Total Developed Surface 33 sq. feet
 Feed Pumps worked from the Main Engines, No. NONE Diameter Stroke Can one be overhauled while the other is at work YES
 Bilge Pumps worked from the Main Engines, No. NONE Diameter Stroke Can one be overhauled while the other is at work YES
 Feed Pumps No. and size 2-6" X 4 1/2" X 6" 13 TONS EACH Pumps connected to the Main Bilge Line No. and size 2-12" X 8" X 10" 65 TONS EACH
 How driven STEAM How driven STEAM
 Ballast Pumps, No. and size 2-12" X 8" X 10" 65 TONS EACH Lubricating Oil Pumps, including Spare Pump, No. and size NONE
 Are two independent means arranged for circulating water through the Oil Cooler YES Suctions, connected both to Main Bilge Pumps and Auxiliary
 Bilge Pumps:—In Engine and Boiler Room 1 1/2" R.M. 1 X 2 1/2" B.L.R. R.M. 2 X 2 1/2" 1 X 2" C/OAMS. YES
 In Pump Room In Holds, &c. 1 X 2" AFT PEAK. 1 X 2" HOPPER KEELSON 1 X 2 1/2" FORD. HOLD.
 1 X 4" FORD. PEAK. 2 X 2 1/2" AFT HOPPER POCKETS 2 X 6" FORD. HOPPER POCKETS
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 X 6" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges.
 No. and size 1 X 3" Are all the Bilge Suction Pipes in holds and stowage spaces 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 YES
 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 NONE How are they protected YES
 What pipes pass through the deep tanks Have they been tested as per Rule 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 Shaft Tunnel watertight NONE Is it fitted with a watertight door worked from YES

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 2765 Sq. Ft. YES
 Are Boilers fitted with Forced Draft YES Which Boilers are fitted with Superheaters NONE
 No. and Description of Boilers ONE S.E. CYLINDRICAL MULTITUBULAR Working Pressure 180 lbs/sq. in. (DESIGNED PRESSURE 200 lbs/sq. in.)
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES - G.L.S. REPORT NO 82190.
 IS A DONKEY BOILER FITTED? No. If so, is a report now forwarded? YES

Can the donkey boiler be used for other than domestic purposes YES
 PLANS. Are approved plans forwarded herewith for Shafting YES Main Boilers No Auxiliary Boilers YES Donkey Boilers YES
 (If not state date of approval)

Superheaters YES General Pumping Arrangements YES Oil fuel Burning Piping Arrangements YES
 SPARE GEAR.

Is the spare gear required by the Rules been supplied YES
 State the principal additional spare gear supplied.

COMPLETE LIST OF SPARE GEAR ATTACHED TO THIS REPORT.

The foregoing is a correct description.

FERGUSON BROTHERS (PORT GLASGOW) LTD

Manufacturer.

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Dates of Survey while building
During progress of work in shops - - (1952) AUG. 21. SEPT. 11. OCT. 2. 3. 9. 16. 23. 30. NOV. 6. 13. DEC. 4. (1953) JAN. 15. MAR. 12. APRIL 23. MAY 21. 28. JUNE 4. 11. JULY 2. AUG. 6. 13. 20. 27. SEPT. 24. (1954) JAN. 14. 21. 26. APRIL 15. MAY 14. JUNE 24. JULY 1. 29. 30. AUG. 5. 6. 10. 13. 19. 26. SEPT. 9. 16. 27. OCT. 6. 7. 14. 21. 28. NOV. 2. 4. 8. 12. 18.
During erection on board vessel - - -
Total No. of visits 52.

Dates of Examination of principal parts - Cylinders 21/8/52 To 4/6/53 Slides 21/8/52 To 4/6/53 Covers 21/8/52 To 4/6/53
Pistons 9/10/52 To 4/6/53 Piston Rods 9/10/52 To 4/6/53 Connecting rods 9/10/52 To 4/6/53
Crank shaft 21/8/52 To 4/6/53 Thrust shaft 11/9/52 To 4/6/53 Intermediate shafts ✓
Tube shaft ✓ WORKING SCARE } 24/6/54 To 2/9/54 Propeller 24/6/54 To 2/9/54
Stern tube 14/6/54 To 6/8/54 Engine and boiler seatings 15/4/54 To 9/9/54 Engines holding down bolts 7/10/54
Completion of fitting sea connections 29/7/54
Completion of pumping arrangements 8/11/54 Boilers fixed 21/10/54 Engines tried under steam 12/11/54
Main boiler safety valves adjusted 8/11/54 Thickness of adjusting washers PORT VALVE 3/8" STARBOARD VALVE 15/32"
Crank shaft material I.S. N° F 6162 SEE LEITH REPORT Identification Mark L.R. 6162 & L.R. 6163 Thrust shaft material I.S. N° F 6328 SEE LEITH REPORT Identification Mark L.R. 6328 & L.R. 6329
Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material I.S. N° F 7425 Identification Mark L.R. 7425 Steam Pipes, material S.D. STEEL Test pressure 360 lbs/sq. in. Date of Test 4/10/54 To 28/10/54
Is an installation fitted for burning oil fuel YES. Is the flash point of the oil to be used over 150° F. YES.
Have the requirements of the Rules for the use of oil as fuel been complied with YES
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo NO If so, have the requirements of the Rules been complied with ✓
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with ✓
Is this machinery duplicate of a previous case YES If so, state name of vessel "J.P. WEBB". GRK. REPORT N° 24460

General Remarks (State quality of workmanship, opinions as to class, &c.) THIS MACHINERY HAS BEEN CONSTRUCTED UNDER SPECIAL SURVEY IN ACCORDANCE WITH THE RULES AND APPROVED PLANS. THE MATERIALS AND THE WORKMANSHIP ARE GOOD.

IT HAS BEEN EFFICIENTLY INSTALLED IN THE VESSEL AND TESTED UNDER FULL WORKING CONDITIONS DURING A SEA TRIAL WITH SATISFACTORY RESULTS, AND IS ELIGIBLE, IN MY OPINION, TO BE CLASSED IN THE REGISTER BOOK WITH THE RECORD OF + LMC 11/54 AND NOTATIONS ONE SE 180 lbs/sq. in. FD., TS - OG & FITTED FOR OIL FUEL FP ABOVE 150° F.

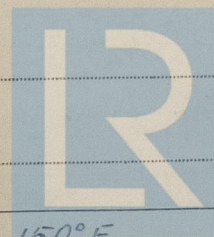
The amount of Entry Fee ENGLAND £ 27-0-0 When applied for, 8 DEC. 1954
Donkey Boiler Fee ... £ : : When received, 19
Travelling Expenses (if any) £ : :
Date GLASGOW 14 DEC 1954

H.K. Taylor.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

+ LMC. 11.54
1.5B. - 180 lb. FD

Fitted for oil fuel 11.54. FP. above 150°F.



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