

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 Received at London Office 15 DEC 1954

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) Tons { Gross 967.49
Net 299.80

Built at PORT GLASGOW By whom built FERGUSON BROTHERS (PORT GLASGOW) LTD Yard No. 408 When built 11/1954

Engines made at PORT GLASGOW By whom made FERGUSON BROS. (P.A.) LTD Engine No. 408 When made 11/1954

Boilers made at GLASGOW By whom made DAVID ROWAN & CO. LTD. Boiler No. B586 When made 11/1954

Registered Horse Power 950 B.H.P. = 855 Owners MELBOURNE HARBOR TRUST Port belonging to MELBOURNE
Commissioners.

Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES

Trade for which vessel is intended HOPPER BARGE

INDICATED 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 8.028" as per Rule 8.25" as fitted Crank pin dia. 8.25" Mid. length breadth 15.75" Thickness parallel to axis 5.5"

Intermediate Shafts, diameter 7.646" as per Rule 8" as fitted Thrust shaft, diameter at collars 8.028" as per Rule 8.25" at collar

Tube Shafts, diameter 8" as per Rule 8.876" as per Rule 9 1/4" between bearings 8" outside of collar NO as fitted

Screw Shaft, diameter 8.876" as per Rule 9 1/4" between bearings 8" outside of collar NO as fitted

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 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 Is an approved Oil Gland or other appliance fitted at the after end of the tube STEERN

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 ✓

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 2-6" x 4 1/2" x 6" 15 TONS HR. EACH Pumps connected to the Main Bilge Line { No. and size 2-12" x 8" x 10" 65 TONS HR. EACH. How driven STEAM.

Ballast Pumps, No. and size 2-12" x 8" x 10" 65 TONS HR. EACH. Lubricating Oil Pumps, including Spare Pump, No. and size NONE

Are two independent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected both to Main Bilge Pumps and Auxiliary

Bilge Pumps:—In Engine and Boiler Room ENGR. RM. 1X2 1/2" ✓ BLR. RM. 2X2 1/2" ✓ 2X2" C/DAMS. ✓

In Pump Room 1X4" FORE PEAK. ✓ 2X2 1/2" AFT HOPPER LOCKETS ✓ 2X6" FORD. HOPPER LOCKETS ✓ In Holds, &c. 1X2" AFT PEAK. ✓ 1X2" HOPPER KEELSON ✓ 1X2 1/2" FORD. HOLD. ✓

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1X6" ✓ Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, No. and size 1X3" ✓

Are all the Bilge Suction Pipes in holds and and and 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 ✓

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 NONE ✓ Is it fitted with a watertight door ✓ worked from ✓

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2765 Sq. Ft. ✓

Are Boilers are 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 - GLS. REPORT NO 82190.

IS A DONKEY BOILER FITTED? No. If so, is a report now forwarded? ✓

Can the donkey boiler be used for other than domestic purposes ✓

PLANS. Are approved plans forwarded herewith for Shafting YES Main Boilers No Auxiliary Boilers ✓ Donkey Boilers ✓

Superheaters ✓ 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 FERGUSON BROTHERS (PORT-GLASGOW) LTD
DIRECTOR

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 5/8" STARBOARD VALVE 15/32"
 Crank shaft material I.S. N° F 6162 Identification Mark G.M. 6/6/52 Thrust shaft material I.S. N° F 6328 Identification Mark [L.R. 6330 G.M. 8/7/52 HKT. 4/8/54]
 Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material I.S. N° F 7425 Identification Mark [L.R. 6329 HKT. 4/6/54 L.R. 7425 HKT. 2/9/54] 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 X FITTED FOR OIL FUEL FP ABOVE 150° F.

SMM 9/12/54
 17.12.54

The amount of Entry Fee ENGLAND £ 27-0-0 When applied for, 8th DEC. 1954
 INSTALLATION £ 36-0-0
 Donkey Boiler Fee ... £ : : When received,
 Travelling Expenses (if any) £ : : 19

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

Date GLASGOW 14 DEC 1954
 Committee's Minute + LMC. 11.54
 1.5B. - 180 lb. FD
 Fitted for oil fuel 11.54. FP. above 150° F.

