

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 25.9.46 When handed in at Local Office 12th Oct. 1946 Port of GLASGOW  
 No. in Survey held at PAISLEY Date, First Survey 14.9.45 Last Survey 26th Sept. 1946  
 Reg. Book PAISLEY (Number of Visits 26)  
 on the NON PROPELLING BUCKET DREDGER "TAFF" Tons { Gross 607  
 Built at PAISLEY By whom built FLEMING & FERGUSON LTD. Yard No. 734 When built 1946  
 Engines made at PAISLEY By whom made FLEMING & FERGUSON LTD. Engine No. 734 When made 1946  
 Boilers made at PAISLEY By whom made A.F. CRAIG & CO. LTD. Boiler No. 884 When made 1946  
 Registered Horse Power 108 Owners GREAT WESTERN RAILWAY Port belonging to LONDON  
 Nom. Horse Power as per Rule 108 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 Triple Expansion (Dredging Engines)

Dia. of Cylinders 13½"-23"-38" Length of Stroke 27" No. of Cylinders 3 No. of Cranks 3 Revs. per minute -  
 Crank shaft, dia. of journals as per Rule Crank pin dia. as fitted Mid. length breadth as fitted Thickness parallel to axis as fitted  
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule Thickness around eye-hole as fitted

Tube Shafts, diameter as per Rule Screw Shaft, diameter as fitted Is the shaft fitted with a continuous liner Yes

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 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 Yes

Propeller, dia. as per Rule Pitch as fitted No. of Blades as fitted Material as fitted whether Moveable as fitted Total Developed Surface as fitted sq. feet

Feed Pumps worked from the Main Engines, No. None Diameter as fitted Stroke as fitted Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. None Diameter as fitted Stroke as fitted Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size 1 - 7" x 5" x 12" (Simplex) Pumps connected to the Main Bilge Line { No. and size 1 - 9" x 10" x 24"  
 How driven 1 - Injector; 11,000 lbs/hr How driven Steam

Ballast Pumps, No. and size None 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 to both Main Bilge Pumps and Auxiliary Yes

Bilge Pumps:—In Engine and Boiler Room 1 - 4" (S); 1 - 3" (Aft.) In Holds, &c. 2 - 4" (Storeroom) (P) 2 - 4" Accommodation (P)

In Pump Room 1 - 4" (P); 1 - 4" (S) In Holds, &c. 2 - 4" (Storeroom) (P) 2 - 4" Accommodation (P)

1 - 4" Storeroom (S); 1 - 4" Messroom (S); 1 - 4" Accommodation (S); 1 - 4" Workshop (S); 1 - 3" Chain Locker (P)

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 - 4" Independent Power Pump Direct Suctions to the Engine Room Bilges, Yes

No. and size 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 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 None How are they protected as fitted

What pipes pass through the deep tanks as fitted 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 Yes Is it fitted with a watertight door Yes

MAIN BOILERS, &c.—(Letter for record 'S') Total Heating Surface of Boilers 2014.5 sq. ft.

Which Boilers are fitted with Forced Draft N.D. Which Boilers are fitted with Superheaters None

No. and Description of Boilers 1 - S. ended Working Pressure 185 lbs/sq. inch.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

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

Can the donkey boiler be used for domestic purposes only Yes

PLANS. Are approved plans forwarded herewith for Shafting Not submitted Main Boilers 27.6.45 Auxiliary Boilers - Donkey Boilers -

Superheaters - General Pumping Arrangements 12.2.46 Oil fuel Burning Piping Arrangements -

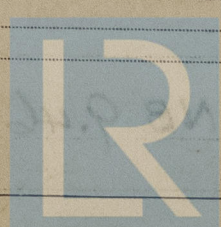
SPARE GEAR.

Has the spare gear required by the Rules been supplied For Boiler - Yes.

State the principal additional spare gear supplied 24 Plain Tubes, 6 Water Gauge Glasses.

The foregoing is a correct description.

*James F. Smith* Manufacturer.



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

1945 Sep 14 Nov 29 1946 Feb 27 Mar 4 7 19 29 Apr 12 19 May 3 8 10 15 16 31 Jun 7 11 17 28  
Jul 24 Sep 9 11 17 23 24 26  
26

Dates of Examination of principal parts—Cylinders - Slides - Covers -  
Pistons - Piston Rods - Connecting rods -  
Crank shaft - Thrust shaft - Intermediate shafts -  
Tube shaft - Screw shaft - Propeller -  
Stern tube - Engine and Boiler seatings 27.2.46. Engines holding down bolts -  
Completion of fitting sea connections 4.3.46.  
Completion of pumping arrangements 25.9.46. Boilers fixed 24.7.46. Engines tried under steam 11.9.46.  
Main boiler safety valves adjusted 11.9.46. Thickness of adjusting washers P. 15/32" S. 7/16"  
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 S.D. Copper Test pressure 370 lbs. Date of Test June, August  
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 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 No If so, state name of vessel -

General Remarks (State quality of workmanship, opinions as to class, &c. The Sea connections and fastenings and pumping arrangements of this vessel have been fitted in accordance with the Rule Requirements and approved plans. The materials and workmanship are good. The boiler securely fitted on board, the safety valves adjusted under steam to 185 lbs/sq.inch and accumulation test found satisfactory. The pumping arrangements and pumps tested under steam, all bilges pumped out on completion, deck, steam and exhaust pipes made in accordance with the approved plans, examined on completion and found in order. In my opinion the vessel is eligible to have a record of + N.B. 9,46.

The amount of Entry Fee ... £ - : - : When applied for,  
Special ... £ 8 : 8 0 15 OCT 1946  
Boiler Fee See Boiler Report When received,  
Travelling Expenses (if any) £ : : 19

A. J. Eastwood  
Engineer Surveyor to Lloyd's Register of Shipping

GLASGOW 15 OCT 1946  
Committee's Minute  
Assigned -1- NB 9.46 Jmk.



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