

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 7 AUG 1935

Date of writing Report

When handed in at Local Office

29. 7. 1935 Port of Glasgow.

No. in Survey held at  
Reg. Book.

Date, First Survey

29. 3. 35 Last Survey 26<sup>th</sup> July 1935

(Number of Visits 12)

Gross 398

Net 368

Tons

Built at Paisley

By whom built Fleming &amp; Ferguson

Yard No. 524

When built 1935

Engines made at

By whom made

Engine No.

When made

Boilers made at Glasgow

By whom made Messrs Barclay Curie &amp; Co.

Boiler No. 351

When made 1935

Registered Horse Power

Owners

Nash Dredging &amp; Reclamation Co. Ltd 20. 21 Essex St London W.C. 2

Port belonging to

London

Nom. Horse Power as per Rule 107

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted Yes.

Trade for which Vessel is intended

Dredging

## ENGINES, &amp;c.—Description of Engines

| Dia. of Cylinders             | Length of Stroke      | No. of Cylinders                                   | Revs. per minute           |
|-------------------------------|-----------------------|--|----------------------------|
| as per Rule                   | Crank pin dia.        | Mid. length breadth                                | No. of Cranks              |
| as fitted                     |                       | Mid. length thickness                              | Thickness parallel to axis |
| as per Rule                   |                       |  | Thickness around eye-hole  |
| as fitted                     |                       |  |                            |
| Intermediate Shafts, diameter |                       | Thrust shaft, diameter at collars                  |                            |
| as per Rule                   |                       | as fitted  |                            |
| as fitted                     |                       |  |                            |
| Tube Shafts, diameter         | Screw Shaft, diameter | Is the (tube) shaft fitted with a continuous liner |                            |
| as fitted                     | as fitted             | (screw)  |                            |

Bronze Liners, thickness in way of bushes as per Rule as fitted 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 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 Movable Total Developed Surface sq. feet

Feed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Feed Pumps No. and size 1 off. 6" x 4 1/4" x 12" How driven Steam Pumps connected to the Main Bilge Line No. and size 1 off. 5" x 3 1/2" x 6" How driven Steam

Ballast Pumps, No. and size 1 off. 6" x 4 1/4" x 12" 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 2 off. 8 1/4", 2 off. 2" In Holds, &c. aft Peak. 1 @ 2 1/2" workshop. 2 @ 2" crew space 1 @ 2" Port

In Pump Room Hold 1 @ 2" starboard after 1 hold. 2 @ 2" starboard center Hold. 1 @ 2" starboard forward Hold 1 off 2"

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

No. and size 1 off. 2 1/2" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-bones 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 or W.L.

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 Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 1608 sq. ft.

Is Forced Draft fitted Yes No. and Description of Boilers I.S.B. Working Pressure 160 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? none. If so, is a report now forwarded? Yes

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes

(If not state date of approval)

Superheaters General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes.

SPARE GEAR.

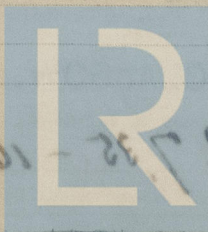
Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

The foregoing is a correct description,

For Fleming & Ferguson, Ltd  
Ed. Dunlop

Manufacturer.



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Lloyd's Register  
Foundation

009601-009609-0169



87P22

1935 Mar: 29 Apr: 17 25 May: 30 June: 4 8 26 July: 1 11 16 23 26

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

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 30/5/35 Engines holding down bolts ✓  
Completion of fitting sea connections 30/5/35  
Completion of pumping arrangements 16/7/35 Boilers fixed 11/7/35 Engines tried under steam ✓  
Main boiler safety valves adjusted 16/7/35 Thickness of adjusting washers Pat "1/32" Starboard 3/8"  
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 400 lbs. Date of Test 4/7/35  
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 NO. If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. The auxiliary engines and the outside fastenings of under water sea connections have been examined boiler properly secured on board. Safety valves adjusted under steam to 160 lbs. per sq. inch and is eligible in my opinion for the record in the Register Book of + N.B. 7-35.

29/7/35

GLASGOW

The amount of Entry Fee ... £ : : When applied for.  
Lifting Boiler ... £ 2 : : 6/8/35  
Special ... £ : :  
Donkey Boiler Fee ... £ ✓ : : When received,  
Travelling Expenses (if any) £ ✓ : : 15-8-35  
16/8/35 P.

B. E. Murdoch,  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 6 - AUG 1935

Assigned + N.B. 7.35 - 160lb.