

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

16 MAR 1924

Date of writing Report 9. 3. 1924 When handed in at Local Office 12. 3. 1924 Port of Greenock
 No. in Survey held at Port Glasgow Date, First Survey 22nd December 1923 Last Survey 9th March 1924
 Reg. Book. on the TWIN SCREW HOPPER DREDGER "PIEL" (Number of Visits 46)
 Built at Port Glasgow. By whom built Ferguson Bros (Port Glasgow) Yard No. 280 Tons { Gross 1231
 Engines made at " By whom made " Engine No. 280 when built 1924 Net 1178
 Boilers made at Jarrow By whom made Palmer's Ltd. Boiler No. when made 1924
 Registered Horse Power Owners London, Midland & Scottish Railway. Port belonging to London
 Nom. Horse Power as per Rule 141 Is Refrigerating Machinery fitted for cargo purposes N Is Electric Light fitted Yes

ENGINES, &c.—Description of Engines Triple expansion
 Dia. of Cylinders 12 x 19 x 32 Length of Stroke 24 Revs. per minute 140 No. of Cylinders 6 No. of Cranks 6
 Dia. of Crank shaft journals as per rule 6.45 as fitted 6.2 Dia. of Crank pin 6.2 Crank webs Mid. length breadth 12.74 Thickness parallel to axis 4.98
 Diameter of Thrust shaft under collars as per rule 6.45 as fitted 8 Diameter of Tunnel shaft as per rule as fitted Diameter of Screw shaft as per rule 6.81 as fitted 7.96 Thickness around eye-hole 2.48 Is the Screw shaft fitted with a continuous liner the whole length of the stern tube N 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 joints burned ✓ If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with plastic material insoluble in water and non-corrosive ✓
 If two liners are fitted, is the shaft lapped or protected between the liners NONE Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated YES Length of Stern Bush 2'-9" Diameter of Propeller 8'-0"
 Pitch of Propellers 9'-9" No. of Blades 3 State whether Moveable N Total Surface 26 square feet.
 No. of Feed Pumps fitted to the Main Engines NONE Diameter of ditto Stroke Can one be overhauled while the other is at work
 No. of Bilge Pumps fitted to the Main Engines NONE Diameter of ditto Stroke Can one be overhauled while the other is at work
 Total number and size of power driven Feed and Bilge Auxiliary Pumps 2 WEIRS FEED 6" x 8 1/2" x 13" 1 FEED & BILGE 6" x 4 1/4" x 6"
 No. and size of Pumps connected to the Main Bilge Line 1-6" x 6" x 6" 1-5 1/4" x 5" x 5"
 No. and size of Ballast Pumps NONE No. and size of Lubricating Oil Pumps, including Spare Pump NONE
 Are two independent means arranged for circulating water through the Oil Cooler ✓ No. and size of suction connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 3-2 1/2" and in Holds, &c. 1-2 1/2" AFT PEAK
3-2 1/4" EACH SIDE FORWARD

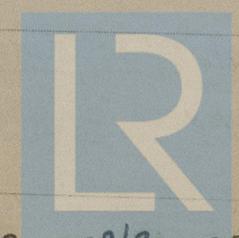
No. and size of Main Water Circulating Pump Bilge Suctions 1-6" No. and size of Donkey Pump Direct Suctions to the Engine Room Bilges 1-3 1/4" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes YES
 Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges YES
 Are all connections with the sea direct on the skin of the ship YES Are they 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 Discharge Pipes 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 are carried through the bunkers HOLD SUCTIONS & STEAM & EXHAUST TO WINCHES How are they protected STEEL SHEATING
 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 Screw 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 3500 ✓
 Is Forced Draft fitted N No. and Description of Boilers 2. S. B. Working Pressure 180 LBS
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES (NEWCASTLE REPORT N° 80433)
 IS A DONKEY BOILER FITTED? N If so, is a report now forwarded? ✓
 PLANS. Are approved plans forwarded herewith for Shafting YES Main Boilers YES Auxiliary Boilers NONE Donkey Boilers NONE
 General Pumping Arrangements YES Oil fuel Burning Piping Arrangements NONE

SPARE GEAR. State the articles supplied:—
2 PROPELLERS. 2 TOP END BOLTS & NUTS. 2 BOTTOM END BOLTS & NUTS. 2 MAIN BEARING BOLTS & NUTS. 6 COUPLING BOLTS & NUTS. 1 SET OF BILGE & FEED PUMP VALVES. 1 SET OF AIR PUMP VALVES. ASSORTED BOLTS & NUTS. IRON OF VARIOUS SIZES.

The foregoing is a correct description,
 FERGUSON BROTHERS (Port-Glasgow) LTD.
 Director

Manufacturer.



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009610 - 009620 - 0013

(1925) Dec 22 (1926) Feb 1-8-16-23-26 Mar 1-11-16-24 Apr 19-26-29 May 3-24-28 June 8-11-18-21-24 July 14-28-30 Aug 3-6-20
 During progress of work in shops - - -
 26 Sept 3-4-15-16-21-28 Oct 13-19 Nov 15-17 Dec 14 (1924) Jan 14 Feb 10 Mar 2-4-9
 Dates of Survey while building
 During erection on board vessel - - -
 Total No. of visits **46**

Dates of Examination of principal parts - Cylinders 18-6-26 Slides 24-6-26
 Covers 18-6-26 Pistons 24-6-26 Rods 18-6-26
 Connecting rods 21-6-26 Crank shaft 3-8-26 Thrust shaft 26-8-26
 Tunnel shafts NONE Screw shaft 19-10-26 Propeller 19-10-26
 Stern tube 28-4-26 Engine and boiler seatings 6-8-26 Engines holding down bolts 17-11-26
 Completion of pumping arrangements 2-3-24 Boilers fixed 21-9-26 Engines tried under steam 4-3-24
 Completion of fitting sea connections 22-9-26 Stern tube 6-8-26 Screw shaft and propeller 15-11-24
 Main boiler safety valves adjusted 2-3-27 Thickness of adjusting washers P 1/32 S 1/32 P 9/32 S 9/32
 Material of Crank shaft MILD STEEL Identification Mark on Do. LLOYDS 1294 JD 3-8-26
 Material of Thrust shaft " " Identification Mark on Do. LLOYDS 1544 JD 19-10-26
 Material of Tunnel shafts NONE Identification Marks on Do. ✓
 Material of Screw shafts MILD STEEL Identification Marks on Do. LLOYDS 1544 JD 19-10-26
 Material of Steam Pipes SOLID DRAWN COPPER. ✓ Test pressure 450 LBS ✓ Date of Test 16-9-26
 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 carrying and burning oil fuel been complied with ✓
 Is this machinery duplicate of a previous case YES ✓ If so, state name of vessel "CARRON WATER" (Link Regd 18605)

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery has been built under special survey, in accordance with the Rules and approved plans.
 The materials and workmanship are good.
 The engines and boilers have been securely fitted on board the vessel, and tried under full power with satisfactory results.
 The machinery of this vessel, is eligible, in my opinion, to be classed in the Register Book, with record of survey + LMC 3-24

It is submitted that this vessel is eligible for THE RECORD. + LMC 3.27. O.G.

J. Avey
 18/3/27
 Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 3 : 0 : 0 When applied for, 11. 3. 1924
 Special 3/4 ... £ 25 : 13 : 0
 Donkey Boiler Fee ... £ : : :
 Travelling Expenses (if any) £ ✓ : : : 31. 3. 1924

Committee's Minute GLASGOW 15 MAR 1927
 Assigned + LMC 3, 27



11/3/27

Certificate to be sent to The Surveyors are requested not to write on or below the space for Committee's Minute.

CERTIFICATE WRITTEN. 16