

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 9th July, 1926 When handed in at Local Office 10th July, 1926 Port of Aberdeen
No. in Survey held at Aberdeen Date, First Survey 24.11.25 Last Survey 9.7.1926
Reg. Book. on the STEEL SCREW TUG "FOREMOST 41" Tons Gross 244 Net 12
Built at Aberdeen By whom built A. Hall & Co. Ltd. Yard No. 697 When built 1926
Engines made at Aberdeen By whom made A. Hall & Co. Ltd. Engine No. 295 when made 1926
Boiler made at Hebburn-on-Tyne By whom made Palmer S.B. & Co. Ltd. Boiler No. 1059 when made 1926
Registered Horse Power Owners James Dredging, Towing & Transport Co. Ltd. Port belonging to London
Nom. Horse Power as per Rule 111 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes.

ENGINES, &c.—Description of Engines Triple Expansion
Dia. of Cylinders 16"-25"-40" Length of Stroke 27" Revs. per minute 114 No. of Cylinders 3 No. of Cranks 3
Dia. of Crank shaft journals as per rule 8.04" as fitted 8.1" Dia. of Crank pin 8.5" Crank webs Mid. length breadth 12.5" If shrunk Thickness parallel to axis 5.5"
Diameter of Thrust shaft under collars as per rule 8.04" as fitted 8.1" Diameter of Tunnel shaft as per rule 7.66" as fitted 7.75" Diameter of Screw shaft as per rule 8.86" as fitted 8.86" Is the Screw shaft fitted with a continuous liner the whole length of the stern tube No liner Is the after end of the liner made watertight in the propeller boss -
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 a plastic material insoluble in water and non-corrosive -
If two liners are fitted, is the shaft lapped or protected between the liners - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated Yes - bedervall gland Length of Stern Bush 3.15" Diameter of Propeller 10'-0"
Pitch of Propeller 12'-0" No. of Blades 3 State whether Movable No Total Surface 39 square feet.
No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 2.5" Stroke 14" Can one be overhauled while the other is at work Yes.
No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 2.5" Stroke 14" Can one be overhauled while the other is at work Yes.
Total number and size of power driven Feed and Bilge Auxiliary Pumps One 6" x 4" x 6"
No. and size of Pumps connected to the Main Bilge Line One 6" x 4" x 6"
No. and size of Ballast Pumps One 6" x 4" x 6" 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 suctions connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 2 @ 2" and 1 @ 2" to Tunnel Well and in Holds, &c. 1 @ 2" to Forward Accommodation

No. and size of Main Water Circulating Pump Bilge Suctions 1 @ 4" No. and size of Donkey Pump Direct Suctions 1 @ 2.5"
to the Engine Room Bilges 1 @ 2.5" 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 Boxes & STRUMS FITTED.
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 None. How are they protected -
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 1984 ¹⁵⁸ sq. ft.
Is Forced Draft fitted No. No. and Description of Boilers One Single Ended. Working Pressure 185 lbs./sq. in.
IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes. Rpt. N° 80324 herewith.
IS A DONKEY BOILER FITTED? No. If so, is a report now forwarded? -
PLANS. Are approved plans forwarded herewith for Shafting None. Main Boiler (with Rpt. N° 80324) Auxiliary Boilers None. Donkey Boilers None.
(If not state date of approval) General Pumping Arrangements Yes. Oil Fuel Burning Piping Arrangements Not fitted for oil fuel.
SPARE GEAR. State the articles supplied:— All as per Rule requirements and, in addition, one set of air pump valves, one main and donkey feed check valve, 6 junk ring bolts, 3 boiler tubes, 3 condenser tubes, and other items of small gear.

The foregoing is a correct description.
ALEXANDER HALL & CO., LTD.

Manufacturer.

SECRETARY.



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010369-010377-0133

Is a Report also sent on the Hull of the Ship?

1925:- NOV. 24. 30. DEC. 8. 14. 17. 23. 29.
 During progress of work in shops - -
 1926:- JAN. 7. 11. 25. FEB. 2. 11. 15. MAR. 1. 15. 19. 25. 31. APR. 2. 8. 12. 15.
 Dates of Survey while building
 During erection on board vessel - -
 1926:- APR. 19. 21. 26. 30. MAY. 4. 5. 7. 10. 26. JUNE. 17. 18. JULY 9.
 Total No. of visits 34

Dates of Examination of principal parts - Cylinders	11.2.26	Slides	8.4.26
Covers	11.2.26	Pistons	8.4.26
Connecting rods	8.4.26	Crank shaft	11.2.26
Tunnel shafts	2.4.26	Screw shaft	15.3.26
Stern tube	8.4.26	Engines holding down bolts	26.4.26
Completion of pumping arrangements	26.5.26	Boilers fixed	26.5.26
Completion of fitting sea connections	15.4.26	Stern tube	13.4.26
Main boiler safety valves adjusted	17.6.26	Thickness of adjusting washers	3/8" 5/16"
Material of Crank shaft	Steel	Identification Mark on Do.	LLOYD'S N° 295 H.C.F. 11.2.26
Material of Thrust shaft	Steel	Identification Mark on Do.	LLOYD'S N° 699 H.C.F. 11.2.26
Material of Tunnel shafts	Steel	Identification Marks on Do.	LLOYD'S N° 698 H.C.F. 2.4.26
Material of Screw shafts	Steel	Identification Marks on Do.	LLOYD'S N° 462 H.C.F. 15.3.26
Material of Steam Pipes	90 Copper ✓	Test pressure	370 lbs/sq. ✓
Is an installation fitted for burning oil fuel	No ✓	Date of Test	5.5.26 + 10.5.26
Have the requirements of the Rules for carrying and burning oil fuel been complied with	-	Is the flash point of the oil to be used over 150°F.	-
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 machinery of this vessel has been constructed under Special Survey in accordance with the Rules and approved plans; the materials and workmanship are good. The machinery has been efficiently installed on board the vessel, Examined under working conditions at the wharf and found satisfactory, and is eligible, in my opinion, for classification, and to have the record + L.M.C. 7.26 - in the Register Book.

It is submitted that
 this vessel is eligible for
 THE RECORD + L.M.C. 7.26. OG.

CWD JWD.
 15/7/26.

The amount of Entry Fee ... £ 3 : 0 : 0 When applied for,
 Special ... £ 14 : 11 : 0 10.7.26
 Donkey Boiler Fee ... £ : : : When received,
 Travelling Expenses (if any) £ : : : 17 July 26

H. Forster.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 16 JUL 1926

Assigned

+ L.M.C. 7.26 OG.



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