

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

12 JUL 1928

Date of writing Report 9<sup>th</sup> July 1926 When handed in at Local Office 10<sup>th</sup> July 1926 Port of Aberdeen  
 No. in Survey held at Aberdeen Date, First Survey 26.11.25 Last Survey 9.7.1926  
 Reg. Book. on the STEEL SCREW TUG "FOREMOST 41" Gross 244 Tons  
 Net 12 Tons  
 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. Part 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 1/8" Dia. of Crank pin 8 3/8" Crank webs Mid. length breadth 12" If shrunk Thickness parallel to axis 5 1/2"  
 Diameter of Thrust shaft under collars as per rule 8.04" as fitted 8 1/8" Diameter of Tunnel shaft as per rule 7.66" as fitted 7 3/4" Diameter of Screw shaft as per rule 8.86" as fitted 9" 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 3-1 1/2" 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 1/2" 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 1/2" 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 suction connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 2 c2" and 1 c2" to Tunnel Well and in Holds, &c. 1 c2" to Forward Accommodation

No. and size of Main Water Circulating Pump Bilge Suctions 1 c4" No. and size of Donkey Pump Direct Suctions to the Engine Room Bilges 1 c2 1/4" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes STRAIGHT TAIL PIPES NOT PRACTICABLE - MUO BOXES & STRUMS FITTED.  
 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 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 <sup>158</sup>  $\square$   
 Is Forced Draft fitted No No. and Description of Boilers One Single Ended Working Pressure 185 lbs.  $\square$   
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes. Rpt. N<sup>o</sup> 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<sup>o</sup> 80324) Auxiliary Boilers None Donkey Boilers None  
 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.

SECRETARY

Manufacturer.



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Dates of Survey while building

During progress of work in shops -- 1925: - NOV. 24, 30. DEC. 8, 14, 17, 23, 29.  
 1926: - JAN. 7, 11, 25. FEB. 2, 11, 15. MAR. 1, 15, 19, 25, 31. APR. 2, 8, 12, 15.

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 Rods 8.4.26  
 Connecting rods 8.4.26 Crank shaft 11.2.26 Thrust shaft 11.2.26  
 Tunnel shafts 2.4.26 Screw shaft 15.3.26 Propeller 25.3.26  
 Stern tube 8.4.26 Engine and boiler seatings 13.4.26 Engines holding down bolts 26.4.26  
 Completion of pumping arrangements 26.5.26 Boilers fixed 26.5.26 Engines tried under steam 17.6.26  
 Completion of fitting sea connections 15.4.26 Stern tube 13.4.26 Screw shaft and propeller 15.4.26  
 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/p. ✓ Date of Test 5.5.26 + 10.5.26  
 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 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.  
 £27 = 15 = 0 (see boiler fee £12 + 4 = 0) Special ... £ 14 : 11 : 0 10.7.26  
 Donkey Boiler Fee ... £ : : : When received.  
 Travelling Expenses (if any) £ : : : 17 July 26

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

CERTIFICATE WRITTEN