

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

Date of writing Report *7<sup>th</sup> April 1926* When handed in at Local Office *7.4.26* Port of *Glasgow* 21 APR 1926  
 No. in Survey held at *Renfrew* Date, First Survey *30.6.25* Last Survey *2<sup>nd</sup> April 1926*  
 Reg. Book. *"Lord Willingdon"* (Cutter Suction Dredger) (Number of Visits *44*) Tons { Gross *864*  
 Built at *Renfrew* By whom built *W. Simons & Co. Ltd.* Yard No. *674* When built *1926*  
 Engines made at *Renfrew* By whom made *W. Simons & Co. Ltd.* Engine No. *674* when made *1926*  
 Boilers made at *Renfrew* By whom made *W. Simons & Co. Ltd.* Boiler No. *674* when made *1926*  
 Registered Horse Power Owners *High Commissioners for India* Port belonging to *Glasgow*  
 Nom. Horse Power as per Rule *144* 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 *Twin screw, Compound* Revs. per minute *147*  
 Dia. of Cylinders *16½" - 33"* Length of Stroke *21"* No. of Cylinders *2 each eng* No. of Cranks *2 each eng*  
 Crank shaft, dia. of journals as per Rule *6.71"* as fitted *6.76"* Crank pin dia. *6.75"* Crank webs Mid. length breadth *✓* Thickness parallel to axis *4½"*  
 Intermediate Shafts, diameter as per Rule *6.39"* as fitted *none* Thrust shaft, diameter at collars as per Rule *6.71"* as fitted *6.75"*  
 Tube Shafts, diameter as per Rule *none* as fitted *none* Screw Shaft, diameter as per Rule *7.01"* as fitted *7.516"* Is the *none* shaft fitted with a continuous liner *yes*  
 Bronze Liners, thickness in way of bushes as per Rule *51"* as fitted *5/8"* Thickness between bushes as per Rule *38"* as fitted *9/16"* 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 junctions made by fusion through the whole thickness of the liner *One length*  
 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 *tight fit*  
 If two liners are fitted, is the shaft lapped or protected between the liners *✓* Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft *no* Length of Bearing in Stern Bush next to and supporting propeller *31"*  
 Propeller, dia. *7'9"* Pitch *8'6"* No. of Blades *4* Material *C.I.* whether Moveable *no* Total Developed Surface *30* sq. feet  
 Feed Pumps worked from the Main Engines, No. *none* Diameter *✓* Stroke *✓* Can one be overhauled while the other is at work *✓*  
 Bilge Pumps worked from the Main Engines, No. *none* Diameter *✓* Stroke *✓* Can one be overhauled while the other is at work *✓*  
 Feed Pumps { No. and size *2-10½" x 8" x 22" Hairs* Pumps connected to the Main Bilge Line { No. and size *1-5½" x 5" x 5" Cammachers*  
 How driven *Sham auto* How driven *Sham*  
 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 *none* Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room *7-2½"*  
 In Holds, &c. *Nº 1 hold 2-2¼", Nº 2 hold 2-2"*

Main Water Circulating Pump Direct Bilge Suctions, No. and size *1-11"* Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size *1-3½"* 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 are carried through the bunkers *Bilge & Boiler feed* How are they protected *Steel tubes*  
 What pipes pass through the deep tanks *none* 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 *none* Is it fitted with a watertight door *✓* worked from *✓*

MAIN BOILERS, &c.—(Letter for record *S*) Total Heating Surface of Boilers *2484 sq. ft. for one boiler*  
 Is Forced Draft fitted *yes* No. and Description of Boilers *One for Prop. Eng* Working Pressure *180 lbs, reduced to 130 lbs for Prop. Eng*  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? *yes*  
 IS A DONKEY BOILER FITTED? *no* 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*  
 (If not state date of approval)  
 Superheaters *none* General Pumping Arrangements *yes* Oil fuel Burning Piping Arrangements *see 13-2-26*

SPARE GEAR. State the articles supplied:— *As per Rules, 4-connecting rod top end bolts & nuts, 4-connecting rod bottom end bolts & nuts, 4-main bearing bolts, 12-coupling bolts, 1-set of valves for pumps, a set of piston springs, a quantity of assorted bolts & nuts, iron of various sizes, two propellers, etc.*

The foregoing is a correct description,  
 FOR WM. SIMONS & CO., LTD.

Manufacturer.



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