

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

ate of writing Report 2-12-1927 When handed in at Local Office 3-12-1927 Port of **Glasgow**  
 No. in Survey held at **Renfrew** Date, First Survey 18-1-27 Last Survey 1-12-1927  
 Reg. Book. on the **S.S. Dredger "Lady Cornhill"** (Number of Visits 37)  
 Built at **Renfrew** By whom built **Lobnitz & Co. Ltd.** Yard No. **929** Tons { Gross 509  
 Engines made at **Renfrew** By whom made **Lobnitz & Co. Ltd.** Engine No. **929** when made **1927**  
 Boilers made at **Renfrew** By whom made **Lobnitz & Co. Ltd.** Boiler No. **929** when made **1927**  
 Registered Horse Power **77** Owners **Brown Agents for Colonies** Port belonging to **Lagos**  
 Nom. Horse Power as per Rule **77** Is Refrigerating Machinery fitted for cargo purposes **no** Is Electric Light fitted **yes**  
 Trade for which Vessel is intended **Dredging**

NGINES, &c.—Description of Engines **Triple expansion** Revs. per minute **120**  
 Dia. of Cylinders **13"-24"-34"** Length of Stroke **22"** No. of Cylinders **3** No. of Cranks **3**  
 Crank shaft, dia. of journals **7"** as per Rule **7"** Crank pin dia. **7"** Crank webs Mid. length breadth **14"** Thickness parallel to axis **4 1/2"**  
 Intermediate Shafts, diameter **5.58"** as per Rule **5.58"** Thrust shaft, diameter at collars **7"** as per Rule **7"** Thickness around eye-hole **3 1/2"**  
 Tube Shafts, diameter **7 1/2"** as per Rule **7 1/2"** Is the tube shaft fitted with a continuous liner **no**  
 Bronze Liners, thickness in way of bushes **none** as per Rule **none** Thickness between bushes **none** Is the after end of the liner made watertight in the propeller boss **yes**  
 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 **yes**  
 If two liners are fitted, is the shaft lapped or protected between the liners **yes** Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft **yes**  
 Propeller, dia. **8'-0"** Pitch **4** No. of Blades **4** Material **C.I.** whether Moveable **solid** Total Developed Surface **30** sq. feet  
 Feed Pumps worked from the Main Engines, No. **none** Diameter **none** Stroke **none** Can one be overhauled while the other is at work **yes**  
 Bilge Pumps worked from the Main Engines, No. **none** Diameter **none** Stroke **none** Can one be overhauled while the other is at work **yes**  
 Feed Pumps { No. and size **2-4" x 6" x 12"** Pumps connected to the Main Bilge Line { No. and size **2-5" x 4 1/2" x 12"**  
 How driven **steam** How driven **steam**  
 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 **yes** Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room **4-2 1/2" 1 each 2"**  
 In Holds, &c. **Forward Compartment P 1-2 1/2", S 1-2 1/2", stow space 1-2 1/2", Wind space 1-2 1/2"**  
 Accommodation **P 1-2 1/2", S 1-2 1/2"**

Main Water Circulating Pump Direct Bilge Suctions, No. and size **1-5"** Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size **1-2 3/4"**  
 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 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 pass through the bunkers **none** How are they protected **yes**  
 What pipes pass through the deep tanks **none** Have they been tested as per Rule **yes**  
 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 **yes** worked from **yes**

MAIN BOILERS, &c.—(Letter for record **S.**) Total Heating Surface of Boilers **1496 sq. ft.**  
 Is Forced Draft fitted **no** No. and Description of Boilers **One multitubular** Working Pressure **160**  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? **yes**  
 IS A DONKEY BOILER FITTED? **yes** If so, is a report now forwarded? **yes**  
 PLANS. Are approved plans forwarded herewith for Shafting **12-11-26** Main Boilers **yes** Auxiliary Boilers **yes** Donkey Boilers **yes**  
 Superheaters **yes** General Pumping Arrangements **yes** Oil fuel Burning Piping Arrangements **yes**

SPARE GEAR. State the articles supplied:—**Two top end bolts & nuts, two bottom end bolts and nuts, two main bearing bolts, one set of coupling bolts, spare valves for feed & bilge pumps, etc.**

The foregoing is a correct description,

Manufacturer.

FOR LOBNITZ &amp; Co., LIMITED

F. J. Sullivan  
Director

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Lloyd's Register  
Foundation

0147 33-014750-0177



1927 Jan 18 26 Feb 2 9 16 Mar 2 10 16 23 31 Apr 5 13 20 27 May 5 12 18 23 26 30 Jun 2 9 15 22  
During progress of work in shops - - - July 11 12 Aug 3 9 16 23 31 Sep 7 14 15 Dec 1  
Dates of Survey while building  
During erection on board vessel - - -  
Total No. of visits 37

Dates of Examination of principal parts - Cylinders 16-2-27. Slides 4-2-27. Covers 4-2-27.  
Pistons 9-2-27. Piston Rods 18-1-27. Connecting rods 18-1-27.  
Crank shaft 16-2-27. Thrust shaft 2-6-27. Intermediate shafts *til*  
Tube shaft *✓* Screw shaft 18-5-27. Propeller 18-5-27.  
Stern tube 12-5-27. Engine and boiler seatings 30-5-27. Engines holding down bolts 3-8-27.  
Completion of fitting sea connections 30-5-27.  
Completion of pumping arrangements 15-11-27. Boilers fixed 3-8-27. Engines tried under steam 15-11-27.  
Main boiler safety valves adjusted 9-9-27. Thickness of adjusting washers *F 5/16" A 5/16"*  
Crank shaft material 8. Identification Mark 129. Thrust shaft material 8. Identification Mark 182  
Intermediate shafts, material *✓* Identification Marks 199. Tube shaft, material *✓* Identification Mark *✓*  
Screw shaft, material 8 Identification Mark 1828 Steam Pipes, material *Copper* Test pressure 360 Date of Test 12-  
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 built under special survey in accordance with the approved plans, and the Society's Rules and requirements, the materials and workmanship are good, it has been securely fitted on board and satisfactorily tried under steam, and in my opinion is eligible for the record + L.M.C. 12-27.*

*It is submitted that this vessel is eligible for THE RECORD + LMC 12.27. OG.*

*W.D.*  
16/12/27

The amount of Entry Fee ... £ 2-0-0  
Special ... £ 19-5-0  
Donkey Boiler Fee ... £ :  
Travelling Expenses (if any) £ :  
When applied for 13 DEC 1927  
When received 21-12-27

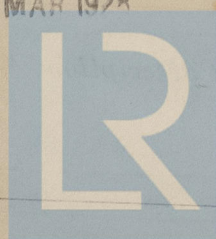
*James Cairns*  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 13 DEC 1927

TUES. 13 MAR 1928

Assigned + LMC 12,27

CERTIFICATE WRITTEN.



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