

Rpt. 4.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 48294

Date of writing Report 19 When handed in at Local Office 16.8.1928 Port of Glasgow. Received at London Office 5 SEP 1928

No. in Survey held at Remfrew. Date, First Survey 18.6.28 Last Survey 15th August 1928

Reg. Book. on the Bow Wheel Bucket Dredger "Lady Gomer" Number of Visits 8

Built at Remfrew By whom built Lobnitz & Co. Ltd. Yard No. 940 Tons Gross 539

Engines made at Remfrew By whom made Lobnitz & Co. Ltd. Engine No. 940 When built 1928.

Boilers made at Glasgow By whom made A. & W. Dalglisch Boiler No. 873 when made 1928.

Registered Horse Power Owners Crown 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

ENGINES, &c.—Description of Engines Triple expansion

Dia. of Cylinders 13" 22" 34" Length of Stroke 22" No. of Cylinders 3 Revs. per minute 125

Crank shaft, dia. of journals as per Rule 7" as fitted 7" Crank pin dia. 7" No. of Cranks 3

Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule as fitted

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted 7 1/2" Is the tube screw shaft fitted with a continuous liner No

Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted 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

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 Oil Gland or other appliance fitted at the after end of the tube shaft

Propeller, dia. 8' 6" Pitch 10' 6" No. of Blades 4 Material C.L. whether Moreable solid Total Developed Surface 37 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter Stroke Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. 2 Diameter Stroke Can one be overhauled while the other is at work

Feed Pumps No. and size 2-4" x 6" x 12" How driven Steam Pumps connected to the Main Bilge Line No. and size 2-5" x 4 1/2" x 12" How driven Steam

Ballast Pumps, No. and size 2-2 1/2" x 2 1/2" x 12" Lubricating Oil Pumps, including Spare Pump, No. and size 2-2 1/2" x 2 1/2" x 12"

Are two independent means arranged for circulating water through the Oil Cooler

Bilge Pumps;—In Engine and Boiler Room 4-2 1/2" x 2 1/2" x 12" Suctions, connected to both Main Bilge Pumps and Auxiliary

In Holds, &c. For 2 Compartments 2-2 1/2" x 2 1/2" x 12" store space 1-2 1/2" x 12" Winch space 1-2 1/2" x 12"

Accommodation 2-2 1/2" x 2 1/2" x 12"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-2 3/4" x 2 1/2" x 12" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-2 3/4" x 2 1/2" x 12"

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

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

Are all Sea Connections fitted direct on the skin of the ship

Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stowhold plates

Are the Overboard Discharges above or below the deep water line

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

Are the Blow Off Cocks fitted with a spigot and brass covering plate

What Pipes pass through the bunkers

How are they protected

What pipes pass through the deep tanks

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

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

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

MAIN BOILERS, &c.—(Letter for record 8) Total Heating Surface of Boilers 1496 sq. ft.

Is Forced Draft fitted No No. and Description of Boilers 1- 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

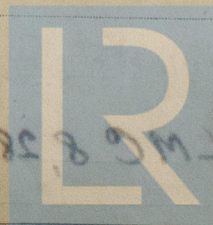
Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—As per Rule requirements, 1 one valve spindle, one eccentric strap, full set piston rings, etc.

The foregoing is a correct description,
FOR LOBNITZ & CO. LIMITED

J. W. Sullivan
Director

Manufacturer.



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Lloyd's Register
Foundation

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1928 May 18 25 June 15 20 29 July 10 Aug 1 15

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - -

Total No. of visits 8

Dates of Examination of principal parts—Cylinders 18-5-28 Slides 18-5-28 Covers 25-5-28

Pistons 18-5-28 Piston Rods 18-5-28 Connecting rods 18-5-28

Crank shaft 18-5-28 Thrust shaft 18-5-28 Intermediate shafts 1

Tube shaft 18-5-28 Screw shaft 18-5-28 Propeller 18-5-28

Stern tube 25-5-28 Engine and boiler seatings 15-6-28 Engines holding down bolts 29-6-28

Completion of fitting sea connections 20-6-28

Completion of pumping arrangements 1-8-28 Boilers fixed 29-6-28 Engines tried under steam 15-8-28

Main boiler safety valves adjusted 1-8-28 Thickness of adjusting washers F 3/16" A 3/8"

Crank shaft material 8 Identification Mark 244 Thrust shaft material 8 Identification Mark 248

Intermediate shafts, material 1 Identification Marks 245 Tube shaft, material 1 Identification Mark 1

Screw shaft, material 8 Identification Mark 246 Steam Pipes, material Copper Test pressure 1 Date of Test

Is an installation fitted for burning oil fuel 1 Is the flash point of the oil to be used over 150°F. 1

Have the requirements of the Rules for the use of oil as fuel been complied with 1

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo 1 If so, have the requirements of the Rules been complied with 1

Is this machinery duplicate of a previous case 1 If so, state name of vessel "Lady Gombie"

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. 8-28.

It is submitted that this vessel is eligible for THE RECORD. + LMC 8-28 O.G.

11/9/28

GLASGOW

The amount of Entry Fee ... £ 2 : 0 : 0 When applied for, 3 - SEP 1928

Special 3/5 ... £ 11 : 11 : 0

Donkey Boiler Fee ... £ : : : When received, 14-9-28

Travelling Expenses (if any) £ : : :

Committee's Minute GLASGOW 4- SEP 1928

Assigned + LMC 8, 28.

CERTIFICATE WRITTEN

Jas. Cairns
Engineer Surveyor to Lloyd's Register of Shipping.
TUE. 29 JAN 1929