

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 30 OCT 1936

of writing Report

10

When handed in at Local Office 19-10-1936 Port of Aberdeen.

in Survey held at Aberdeen.

Date, First Survey 14th Jan., 1936 Last Survey 14th October 1936

Book.

(Number of Visits 24)

on the Stationary Bucket Dredger " (Not named)

It at Sliedrecht

By whom built Werf der Klop.

Yard No. 520

Tons } Gross
Net

When built 1936

Engines made at Aberdeen.

By whom made A. Hall & Co. Ltd

Engine No. 364

When made 1936.

Engines made at Glasgow

By whom made D. Rowan & Co. Ltd

Boiler No. 420

When made 1936.

Registered Horse Power

Owners James Dredging Co.

Port belonging to

Horse Power as per Rule

99.

Is Refrigerating Machinery fitted for cargo purposes No.

Is Electric Light fitted Yes

Use for which Vessel is intended

Dredging.

GINES, &c.—Description of Engines

Triple expansion.

Revs. per minute 140

No. of Cylinders

13" x 21 1/2" x 35"

Length of Stroke 24"

No. of Cylinders 3.

No. of Cranks 3

Crank shaft, dia. of journals

as per Rule 6.636

as fitted 6 7/8"

Crank pin dia.

6 7/8"

Crank webs

Mid. length breadth 13"

Mid. length thickness 4 1/4"

shrunk

Thickness parallel to axis 4 1/4"

Thickness around eye-hole 3 1/4"

Intermediate Shafts, diameter

as per Rule

as fitted

NONE

Thrust shaft, diameter at collars

as per Rule

as fitted

NONE

Screw Shafts, diameter

as per Rule

as fitted

NONE

Screw Shaft, diameter

as per Rule

as fitted

NONE

Is the tube shaft fitted with a continuous liner

Yes

Liner Liners, thickness in way of bushes

as per Rule

as fitted

Yes

Thickness between bushes

as per Rule

as fitted

Yes

Is the after end of the liner made watertight in the

teller boss

Yes

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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

If so, state type

Yes

Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet

Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

No. and size Two 4" x 5" x 12 Pumps connected to the No. and size ONE DUPLEX 6" x 6" x 6"

How driven STEAM. Main Bilge Line How driven STEAM.

Last Pumps, No. and size ONE 6" x 6" x 6" DUPLEX Lubricating Oil Pumps, including Spare Pump, No. and size

two independent means arranged for circulating water through the Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary

Pumps;—In Engine and Boiler Room Two - 2 1/2"

In Holds, &c. ONE 2" IN AFT PEAK, TWO 2" IN FORE PEAK

ONE 2 1/2" IN STARBOARD WELL SIDE ONE 2 1/2" IN PORT WELL SIDE

Water Circulating Pump Direct Bilge Suctions, No. and size 2 - 4"

Independent Power Pump Direct Suctions to the Boiler Room Bilges.

and size ONE 2" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-bones

the Bilge Suctions in the Machinery Space led from easily accessible mud-bores, placed above the level of the working floor, with straight tail pipes to the bilges

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 stokehold 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

Do Pipes pass through the bunkers

How are they protected

Do pipes pass through the deep tanks

Have they been tested as per Rule

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

Total Heating Surface of Boilers 1900 Square feet.

Working Pressure 190 lbs.

A REPORT ON MAIN BOILERS NOW FORWARDED? None.

A DONKEY BOILER FITTED? Yes.

If so, is a report now forwarded? Yes. Report No. 54064.

Are approved plans forwarded herewith for Shafting

Main Boilers Auxiliary Boilers Donkey Boilers

General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

The spare gear required by the Rules been supplied

The principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.



© 2020

Lloyd's Register
Foundation

9120-5227

1936
 During progress of work in shops - - Jan. 14, 28. Feb. 4, 14. Mar. 6, 26. Apr. 6, 16, 21, 23. May 11, 20, 29.
 June 5, 10, 15, 30. Aug. 18, 19. Sept. 8, 11. Oct. 5, 18, 25.
 1936
 During erection on board vessel - - Sept. 8. Oct. 13, 26.
 Dates of Survey while building
 Total No. of visits 24

Dates of Examination of principal parts—Cylinders 11-5-36 Slides 11-5-36 Covers 11-5-36.
 Pistons 11-5-36. Piston Rods 20-5-36. Connecting rods 16-4-36.
 Crank shaft 23-4-36. Thrust shaft ✓ Intermediate shafts ✓
 Tube shaft ✓ Screw shaft ✓ Propeller ✓
 Stern tube ✓ Engine and boiler seatings ✓ Engines holding down bolts 13-10-36
 Completion of fitting sea connections ✓
 Completion of pumping arrangements 13-10-36. Boilers fixed 13-10-36. Engines tried under steam 14-10-36.
 Main boiler safety valves adjusted Yes ✓ Thickness of adjusting washers P 3/8 S 3/8
 Crank shaft material O. H. I. S Identification Mark 2434 Thrust shaft material ✓ Identification Mark ✓
 Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material ✓ Identification Mark ✓ Steam Pipes, material S. D. COPPER Test pressure 380 LBS Date of Test 11-9-36.
 Is an installation fitted for burning oil fuel Yes ✓ Is the flash point of the oil to be used over 150°F. Yes ✓
 Have the requirements of the Rules for the use of oil as fuel been complied with Yes ✓
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No ✓ If so, have the requirements of the Rules been complied with ✓
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with ✓
 Is this machinery duplicate of a previous case Yes If so, state name of vessel "FOREMOST IV"

General Remarks (State quality of workmanship, opinions as to class, &c. This engine has been securely fitted on board the vessel, and tried under power with satisfactory results. The materials and workmanship are good.

Pumping arrangements tried & found satisfactory.

NOTE: This engine is used solely for driving the bucket dredging ladder. The vessel is non-propelling.

See also Rotterdam Rpt N: 24752. attached.

The vessel is being towed to Southampton where the dredging ladder and buckets will be fitted.

The amount of Entry Fee ... £ ✓ : : When applied for,
 Special ... 3/5 THS £ 14 : 14 : 29.10.1936
 Donkey Boiler Fee ... £ ✓ : : When received,
 Travelling Expenses (if any) £ ✓ : : 9/11/1936

J. Hawey
 Engineer Surveyed to Lloyd's Register of Shipping.

Committee's Minute

FRI 22 OCT 1937

Assigned

deferred



© 2020

Lloyd's Register
 Foundation