

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 29-3-1924 When handed in at Local Office 10 Port of Rotterdam
 No. in Survey held at Rotterdam Date, First Survey 8-5-10 Last Survey 23-3-1924
 Reg. Book. on the steel screw steamer "FORELAND" (Number of Visits 37)
 Built at Rotterdam By whom built Wilton's Eng. & Slipway Co. Yard No. 294 Tons { Gross 522.03
 Engines made at do By whom made do Engine No. 415 When built 1924 Net 285.77
 Boilers made at do By whom made do Boiler No. 713 when made 1924
 Registered Horse Power 79 Owners Shipping & Coal Co. Port belonging to London
 Nom. Horse Power as per Rule 79 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted no
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple expansion marine Revs. per minute 105
 Dia. of Cylinders 12 1/4" x 20" x 33" Length of Stroke 25" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 6.58 Crank pin dia. 7 1/8" Crank webs Mid. length breadth 13 1/2" Thickness parallel to axis 5 1/2"
 as fitted 7 1/8" Mid. length thickness 4 7/16" shrunk Thickness around eye-hole 3 1/4"
 Intermediate Shafts, diameter as per Rule 6.27 Thrust shaft, diameter at collars as per Rule 6.58
 as fitted 7 1/4" as fitted 7 1/4"
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 7.05 Is the tube shaft fitted with a continuous liner Yes
 as fitted 8 1/16" as fitted 8 1/16"
 Bronze Liners, thickness in way of bushes as per Rule 1/2" Thickness between bushes as per Rule 1/2" 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 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 Length of Bearing in Stern Bush next to and supporting propeller 33"
 Propeller, dia. 9'-4" Pitch 9'-4" No. of Blades 4 Material Cast Iron whether Moveable no Total Developed Surface 36 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 2 1/4" Stroke 13 1/2" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 1/4" Stroke 13 1/2" Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size one 6" x 4 1/2" x 6" Pumps connected to the { No. and size 2. 1 6" x 4 1/2" x 6" 1 6" x 6" x 6"
 How driven steam Main Bilge Line How driven steam
 Ballast Pumps, No. and size 1 6" x 6" x 6" Lubricating Oil Pumps, including Spare Pump, No. and size 1
 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" x 2" boiler room 2" x 2"
 In Holds, &c. 2" x 2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 2 3/2" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 1 2 2" 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 Valves & cocks
 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 2 hold suction bilge How are they protected iron plates
 What pipes pass through the deep tanks Yes 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 Yes Is it fitted with a watertight door Yes worked from Yes

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 1490 sq. ft.
 Is Forced Draft fitted no No. and Description of Boilers one multitubular Working Pressure 180 lbs
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? Yes

PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers no Auxiliary Boilers Yes Donkey Boilers Yes
 (If not state date of approval) 4-9-10 7-5-10
 Superheaters Yes General Pumping Arrangements 9-12-20 Oil fuel Burning Piping Arrangements Yes

SPARE GEAR. State the articles supplied:— one screw shaft, one propeller, 1 set of crank pin,
cross head brasses, 2 top and bottom end bolts, 2 main bearing bolts,
one set of coupling bolts, one set of feed and bilge pump valves, one set
of piston springs, a quantity of assorted bolts and nuts and iron
of various sizes.

The foregoing is a correct description,

WILTON'S ENGINEERING & SLIPWAY CO.

J. Wilton

Manufacturer.



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Lloyd's Register
Foundation

N666-0085

8-17-29-30/5 - 3-5-6-25-26/6 - 1-4-0-30/4 - 13/8 - 24/9 - 17/10 - 13-10/11
During progress of work in shops -- 31/12-18 - 3-23/1 - 10/4 - 18-19-21/11 - 29 - 2/2 - 10-24/6 - 26/4 - 1421
Dates of Survey while building During erection on board vessel -- 20-30/9-21 - 13/4-24 - 14-10-21/2 - 2-23/3-24
Total No. of visits 37

Dates of Examination of principal parts—Cylinders 3-25/6-24/9 - 31/12-18 Slides 24/9 - 31/12-18 Covers 24/9 - 31/12-18
Pistons 5/6-4/7 - 13/8-10 Piston Rods 4/7 - 13/8-10 Connecting rods 4/7 - 13/8-10
Crank shaft 8-17-30/5 - 26/6 - 13/11-10 Thrust shaft 1-4/4 - 13/11-10 Intermediate shafts ✓
Tube shaft ✓ Screw shaft 18-27/6 - 26/7-21 Propeller 28/9-21
Stern tube 3/2 - 28/9-21 Engine and boiler seatings 1/2-24 Engines holding down bolts 1/2-24
Completion of fitting sea connections 28/9-21
Completion of pumping arrangements 2/3-24 Boilers fixed 1/2-24 Engines tried under steam 23-3-24
Main boiler safety valves adjusted 100 lbs. Thickness of adjusting washers Port 30^{mm} Starb. 18^{mm}
Crank shaft material S.M. steel Identification Mark F.N.B. 14-11-18 Thrust shaft material S.M. steel Identification Mark F.N.B. 14-11-18
Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material S.M. steel Identification Mark No. 878. 20-9-21 Steam Pipes, material Steel ✓ Test pressure 540 lbs. Date of Test 20-9-21
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 and boiler have been made in accordance with the Society's Rules, approved plans and Secretary's letters, material tested as required and workmanship good. The whole was found in a good working condition during a trial trip on the River Meas and I am of opinion that this vessel is eligible to be recorded in the Society's Register Book with * L.M.C. 3-24 C.L.

It is submitted that this vessel is eligible for THE RECORD. + LMC 3. 27. CL.

AWD.
8/4/27

The amount of Entry Fee ... £24.00
Special ... £237.00
Donkey Boiler Fee ... £
Travelling Expenses (if any) £22.00
When applied for, 5/4 1927
When received, 20/4/27

F. N. Bunn
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 8 APR 1927

Assigned + LMC 3-24 C.L.

CERTIFICATE WRITTEN



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