

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

19 SEP 1930

Date of writing Report 18.9.30 When handed in at Local Office 18 Sept 1930 Port of HULL  
 No. in Survey held at HULL Date, First Survey 9 Jan Last Survey 9 Sept 1930  
 Reg. Book. 60710 on the STEAM TRAWLER "CORDELA" (Number of Visits 21)  
 Built at Selly By whom built Bochrane & Sons Yard No. 1084 When built 1930  
 Engines made at Hull By whom made Amos & Smith Ltd Engine No. 612 When made 1930  
 Boilers made at Hull By whom made Amos & Smith Ltd Boiler No. 612 When made 1930  
 Registered Horse Power Owners Active Fishing Co Ltd Port belonging to Fleetwood  
 Gross Horse Power as per Rule 97 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes  
 Trade for which Vessel is intended Fishing

GINES, &c.—Description of Engines Triple Expansion Revs. per minute  
 Dia. of Cylinders 13"-22 3/4"-37" Length of Stroke 26" No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 4 1/2" Crank pin dia. 4 1/2" Crank webs 4 3/4" Thickness parallel to axis 4 3/4"  
 Intermediate Shafts, diameter as per Rule 6.9" Thrust shaft, diameter at collars as per Rule 7.2"  
 Main Shafts, diameter as per Rule 7.7" Is the rod shaft fitted with a continuous liner yes  
 Bronze Liners, thickness in way of bushes as per Rule 9/16" Thickness between bushes as per Rule 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 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 yes  
 Propeller, dia. 10'-3" Pitch 10'-7 1/2" No. of Blades 4 Material B.I. whether Moveable no Total Developed Surface 38 sq. feet  
 Main Engines, No. One Diameter 27 1/8" Stroke 13" Can one be overhauled while the other is at work yes  
 Main Engines, No. One Diameter 27 1/8" Stroke 13" Can one be overhauled while the other is at work yes  
 Feed Pumps, No. and size One 6" x 3" x 6" Pumps connected to the Main Bilge Line No. and size One 6 1/2" x 4 3/4" x 6" & Ejector  
 How driven Steam How driven Steam  
 Lubricating Oil Pumps, including Spare Pump, No. and size 2 @ 2"  
 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 2 @ 2" In Holds, &c. 4 @ 2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 3 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One 3" Ejector  
 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 & strums  
 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 forward suction How are they protected wood casings  
 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) Total Heating Surface of Boilers 1725 square feet  
 Is Forced Draft fitted no No. and Description of Boilers One single ended Working Pressure 200 lb sq. in.  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes 1 SB  
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? yes

PLANS. Are approved plans forwarded herewith for Shafting yes Main Boilers yes Auxiliary Boilers yes Donkey Boilers yes  
 (If not state date of approval)  
 Superheaters yes General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes

## SPARE GEAR.

Has the spare gear required by the Rules been supplied yes  
 State the principal additional spare gear supplied 2 Bolts & nuts for top ends, bottom ends and main bearings. Set of coupling bolts & nuts. Valves for air, feed, bilge and donkey pumps. Safety valve spring. Main & donkey check valves & seats. Feed pump ram & gland. Circulating pump impeller & spindle. Bolts & iron of various sizes. Main feed pipe. Top & bottom end bolts for circulating pump engine.

The foregoing is a correct description,

Manufacturer.

For AMOS &amp; SMITH LTD.

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002051-002061-0176



During progress of work in shops - - { 1930. Jan'y 9. 15. 18. Feb'y 10. 12. Mar'y 17. Apr 16. May 12. 26. June 5. 16. 19. 23. 26.  
July 11. 11. 30 Sept 1. 3. 5. 9.  
During erection on board vessel - - - {  
Total No. of visits 21.

Dates of Examination of principal parts—Cylinders 5-6-30 Slides 5-6-30 Covers 12-2-30  
Pistons 9-1-30 Piston Rods 5-6-30 Connecting rods 5-6-30  
Crank shaft 17-3-30 Thrust shaft 15-1-30 Intermediate shafts  
Tube shaft ✓ Screw shaft 18-1-30 Propeller 18-1-30  
Stern tube 18-1-30 Engine and boiler seatings 5-9-30 Engines holding down bolts 5-9-30  
Completion of fitting sea connections 11-7-30  
Completion of pumping arrangements 9-9-30 Boilers fixed 5-9-30 Engines tried under steam 9-9-30  
Main boiler safety valves adjusted 9-9-30 Thickness of adjusting washers P 25/64 S 3/32  
Crank shaft material Steel Identification Mark Lloyd's No 540 Thrust shaft material Steel Identification Mark Lloyd's No 540  
Intermediate shafts, material ✓ Identification Marks Tube shaft, material ✓ Identification Mark  
Screw shaft, material Steel Identification Mark Lloyd's No 540 Steam Pipes, material SD Copper Test pressure 400 lbs Date of Test 3-9-30  
Is an installation fitted for burning oil fuel ho Is the flash point of the oil to be used over 150°F.  
Have the requirements of the Rules for the use of oil as fuel been complied with  
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo 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 "Cleveland"

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been built under special survey and the materials and workmanship are sound & good. It has been satisfactorily fitted on board, tried under working conditions and found in good order.  
It is eligible in my opinion, to have record of LMC 9.30 C.L.

The forging reports sent herewith also apply to the sister vessel "Armana" to be completed shortly.

It is submitted that this vessel is eligible for THE RECORD + LMC 9.30 C-L.

20/9/30

The amount of Entry Fee ... £ 2 : 0 :  
Specials ... £ 24 : 5 :  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :  
When applied for, 18 Sept 1930  
When received, 20-9-1930

B. Moffatt.  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 23 SEP 1930

Assigned

+ L.M.C. 9.30

C.L.

CERTIFICATE WRITTEN



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