

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

22 AUG 1930

ing Report *15th Aug. 1930* When handed in at Local Office *21st Aug. 1930* Port of *Aberdeen*
 Survey held at *Aberdeen* Date, First Survey *25th Feb. 1930* Last Survey *13th Aug. 1930*
 (Number of Visits *15*)
 on the *steam trawler* "MARY A. HASTIE".
Aberdeen By whom built *A. Hall & Co. Ltd.* Yard No. *630* Tons *Gross 243.7*
Aberdeen By whom made *A. Hall & Co. Ltd.* Engine No. *330* when made *1930*
Hellburn By whom made *Palmer's Co. Ltd.* Boiler No. *1148* when made *1930*
 Horse Power Owners Port belonging to
 se Power as per Rule *85* Is Refrigerating Machinery fitted for cargo purposes *no* Is Electric Light fitted *yes*
 which Vessel is intended *Fishing*

ES, &c.—Description of Engines *Triple expansion* Revs. per minute *110*
 cylinders *13-21½-35* Length of Stroke *24* No. of Cylinders *3* No. of Cranks *3*
 ft. dia. of journals *as per Rule 6.87* Crank pin dia. *6 7/8* Crank webs *Mid. length breadth 13 1/4* Thickness parallel to axis *4 1/4*
as fitted 6 7/8 *Mid. length thickness 4 1/4* *shrunk* Thickness around eye-hole *3 5/16*
 iate Shafts, diameter *as per Rule 6.55* Thrust shaft, diameter at collars *as per Rule 6.87*
as fitted 6 5/8 *as fitted 6 7/8*
 s, diameter *as per Rule 7.27* Is the *tube* shaft fitted with a continuous liner *yes*
as fitted 7 1/2 *screw*
 ners, thickness in way of bushes *as per Rule .517* Thickness between bushes *as per Rule .388*
as fitted 9/16 *as fitted 7/16* Is the after end of the liner made watertight in the
yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner *yes*
 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*
 rs 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
no If so, state type *yes* Length of Bearing in Stern Bush next to and supporting propeller *27*
 , dia. *8-7½* Pitch *12-0* No. of Blades *4* Material *C.I.* whether Moveable *no* Total Developed Surface *31.5* sq. feet
 ps worked from the Main Engines, No. *one* Diameter *2 5/8* Stroke *11* Can one be overhauled while the other is at work *yes*
 ps worked from the Main Engines, No. *one* Diameter *2 5/8* Stroke *11* Can one be overhauled while the other is at work *yes*
 No. and size *Two 5¼ x 3½ x 5* Pumps connected to the { No. and size *Two 5¼ x 3½ x 5*
 How driven *Steam* Main Bilge Line { How driven *Steam*
 umps, No. and size *Two 5¼ x 3½ x 5* Lubricating Oil Pumps, including Spare Pump, No. and size *yes*
 ependent means arranged for circulating water through the Oil Cooler *yes* Suctions, connected to both Main Bilge Pumps and Auxiliary
 ps;—In Engine and Boiler Room *2 @ 2" dia.*
 cc. *One 2" from flush well.*

ter Circulating Pump Direct Bilge Suctions, No. and size *One 3½"* Independent Power Pump Direct Suctions to the Engine Room Bilges,
One 2" ejector. Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes *yes*
 ge 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 *strum boxes*
 a Connections fitted direct on the skin of the ship *yes* Are they fitted with Valves or Cocks *both*
 ed 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*
 ch 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*
 s pass through the bunkers *Forward Suctions* How are they protected *wood casing*
 pass through the deep tanks *yes* Have they been tested as per Rule *yes*
 es, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times *yes*
 ngement 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
 t to another *yes* Is the Shaft Tunnel watertight *yes* Is it fitted with a watertight door *yes* worked from *yes*

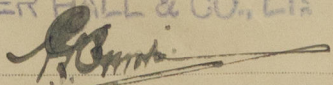
BOILERS, &c.—(Letter for record *S*) Total Heating Surface of Boilers *1550 sq. ft.*
 l Draft fitted *no* No. and Description of Boilers *One S.E. Main* Working Pressure *190 lb.*
 REPORT ON MAIN BOILERS NOW FORWARDED? *Yes* Newcastle Rpt No. *85909*
 DONKEY BOILER FITTED? *no* If so, is a report now forwarded? *yes*

S. Are approved plans forwarded herewith for Shafting *no* Main Boilers *yes* Auxiliary Boilers *yes* Donkey Boilers *yes*
 (If not state date of approval)
 s *yes* General Pumping Arrangements *yes* Oil fuel Burning Piping Arrangements *yes*

E GEAR. State the articles supplied:— *Two top end bolts & nuts, 2 bottom end bolts &*
2, 2 main bearing bolts, 1 set of coupling bolts, 1 set of feed & bilge
of valves, a quantity of assorted bolts & nuts. Iron of various sizes.
pare propeller, 6 junk ring bolts, 1 set air pump valves, 1 main feed check
the, 1 away feed check valve.

The foregoing is a correct description,

For ALEXANDER HALL & CO., Ld.



Manufacturer.



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Lloyd's Register
Foundation

002174-002183-0221

1930. Feb. 25. March 18. April 14. 29. June 3. 10. 19. 26.

Dates of Survey while building

During progress of work in shops --

During erection on board vessel --

Total No. of visits 15.

Dates of Examination of principal parts—Cylinders 3-6-30 Slides 10-6-30 Covers 3-6-30.

Pistons 10-6-30 Piston Rods 19-6-30 Connecting rods 19-6-30

Crank shaft 3-6-30 Thrust shaft 29-4-30 Intermediate shafts 3-6-30

Tube shaft ✓ Screw shaft 3-6-30 Propeller 3-6-30.

Stern tube 3-6-30 Engine and boiler seatings 26-6-30 Engines holding down bolts 18-7-30

Completion of fitting sea connections 26-6-30.

Completion of pumping arrangements 13-8-30 Boilers fixed 18-7-30. Engines tried under steam 13-8-30

Main boiler safety valves adjusted 13-8-30 Thickness of adjusting washers P 3/8". S 3/8"

Crank shaft material Steel Identification Mark 330 P.F. Thrust shaft material Steel Identification Mark 3301 P.F.

Intermediate shafts, material Steel Identification Marks 3301 P.F. Tube shaft, material ✓ Identification Mark ✓

Screw shaft, material Steel Identification Mark 3346 P.F. Steam Pipes, material S.D. Copper Test pressure 380 lbs. Date of Test 15-7-30.

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 the use of oil as fuel been complied with ✓

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 ✓

Is this machinery duplicate of a previous case m If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel has been constructed under special survey in accordance with the approved plans & the Rules of this Society. The materials & workmanship are good.

The machinery has been efficiently installed on board the vessel, tried under working conditions, & found good; & is eligible in my opinion to have the record LMC 8.30. C.L. in the Register Book.

It is submitted that this vessel is eligible for THE RECORD.

LMC 8.30 C.L.

BM 25/8/30.

JWR

Certificate to be sent to Aberdeen.

The amount of Entry Fee ... £ 2 : - : -

3/5 Special ... £ 12 : 15 : -

Donkey Boiler Fee ... £ : : -

Travelling Expenses (if any) £ : : -

When applied for, 21-8-1930.

When received, 12-9-1930.

P. Fitzgibbon

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 26 AUG 1930

Assigned + L.M.C. 8.30

CERTIFICATE WRITTEN C.L.