

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 29 JAN 1931

Date of writing Report 28 Jan 31 When handed in at Local Office 28 Jan 31 Port of **HULL**
 No. in Survey held at **HULL** Date, First Survey 16 Aug 30 Last Survey 23 Dec 1931
 Reg. Book. 67813 on the **STEAM TRAWLER "SOLON"**
 Built at **Beverley** By whom built **Book, Welton & Gemmell** Yard No. **562** When built **1931**
 Engines made at **Hull** By whom made **Amos & Smith Ltd** Engine No. **625** When made **1931**
 Boilers made at **Hull** By whom made **Amos & Smith Ltd** Boiler No. **625** When made **1931**
 Registered Horse Power Owners **Standard Steam Fishing Co Ltd** Port belonging to **Grimshy**
 Nom. Horse Power as per Rule **98** Is Refrigerating Machinery fitted for cargo purposes **no** Is Electric Light fitted **yes**
 Trade for which Vessel is intended **Fishing**

ENGINES, &c.—Description of Engines **Triple Expansion** Revs. per minute
 Dia. of Cylinders **15" 22 3/4" 37"** Length of Stroke **26"** No. of Cylinders **3** No. of Cranks **3**
 Crank shaft, dia. of journals as per Rule **7 1/2"** Crank pin dia. **7 1/2"** Crank webs Mid. length breadth **14 3/4"** shrunk Thickness parallel to axis **4 3/4"**
 as fitted **7 1/2"** Mid. length thickness **4 3/4"** Thickness around eye-hole **3 3/4"**
 Intermediate Shafts, diameter as per Rule **6.9"** Thrust shaft, diameter at collars as per Rule **7.2"**
 as fitted **7 3/8"** as fitted **7 1/2"**
 Tube Shafts, diameter as per Rule **7.7"** Screw Shaft, diameter as per Rule **8 1/4"** Is the { tube } shaft fitted with a continuous liner { **yes** }
 as fitted **7.7"** as fitted **8 1/4"** Is the { screw }
 Bronze Liners, thickness in way of bushes as per Rule **9.6"** Thickness between bushes as per Rule **9.6"** Is the after end of the liner made watertight in the
 as fitted **9.6"** as fitted **9.6"** 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 **no** Is an approved Oil Gland or other appliance fitted at the after end of the tube
 shaft **no** If so, state type **no** Length of Bearing in Stern Bush next to and supporting propeller **36"**
 Propeller, dia. **10' 3"** Pitch **10' 7 1/2"** No. of Blades **4** Material **B.L.** whether Moveable **no** Total Developed Surface **38** sq. feet
 Feed Pumps worked from the Main Engines, No. **One** Diameter **2 7/8"** Stroke **13"** Can one be overhauled while the other is at work **yes**
 Bilge Pumps worked from the Main Engines, No. **One** Diameter **2 7/8"** 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 { No. and size **One 6 1/4" x 4 3/4" x 6" + 3" Ejector**
 How driven **Steam** Main Bilge Line How driven **Steam**
 Ballast Pumps, No. and size **no** Lubricating Oil Pumps, including Spare Pump, No. and size **no**
 Are two independent means arranged for circulating water through the Oil Cooler **no** Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room **2 @ 2"**
 In Pump Room **no** In Holds, &c. **5 @ 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 casing**
 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 **S**) Total Heating Surface of Boilers **1753 sq feet**
 Is Forced Draft fitted **no** No. and Description of Boilers **One Single Ended** Working Pressure **200 lb sq"**
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? **yes**
 IS A DONKEY BOILER FITTED? **no** If so, is a report now forwarded? **no**
 Is the donkey boiler intended to be used for domestic purposes only **no**

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

SPARE GEAR.

Has the spare gear required by the Rules been supplied **yes**
 State the principal additional spare gear supplied **centrifugal pump impeller shaft; set of valves for donkey pumps; 3 escape valve springs.**

For AMOS & SMITH LTD

The foregoing is a correct description,

Amos & Smith Ltd
 MANAGER, Manufacturer.



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Lloyd's Register
Foundation

002206-00214-005

Dates of Survey while building
During progress of work in shops -- 1930. Aug 26. Sept 15. 22. 26. 27. Oct 10. 18. 19. 27. 30. 31. Nov 4. 11. 14. 17.
During erection on board vessel -- 18. 28. Dec 5. 10. 17. 18. 19. 24. 1931. Jan 2. 7. 19. 20. 21. 23.
Total No. of visits 31.

Dates of Examination of principal parts—Cylinders 10-12-30. Slides 10-12-30. Covers 10-12-30
Pistons 10-12-30. Piston Rods 10-12-30. Connecting rods 10-12-30
Crank shaft 29-10-30. Thrust shaft 4-11-30. Intermediate shafts 4-11-30
Tube shaft / Screw shaft 4-11-30. Propeller 17-11-30
Stern tube 18-10-30. Engine and boiler seatings 19-1-31. Engines holding down bolts 19-1-31
Completion of fitting sea connections 19-12-30
Completion of pumping arrangements 20-1-31. Boilers fixed 19-1-31. Engines tried under steam 23-1-31
Main boiler safety valves adjusted 23-1-31. Thickness of adjusting washers F 3/32" A 3/32"
Crank shaft material Steel Identification Mark Lloyds 568 Thrust shaft material Steel Identification Mark Lloyds 568
Intermediate shafts, material Steel Identification Marks Lloyds 568 Tube shaft, material / Identification Mark /
Screw shaft, material Steel Identification Mark Lloyds 623 Steam Pipes, material S.B. 404 Test pressure 400 lb Date of Test 21-1-31
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 /
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 "Edwardian".

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been built under special survey, the materials & workmanship being sound and 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 L.M.C. 1, 31. C.L.

The forging reports were forwarded previously with the report on sister-vessel "Edwardian". Hull No. 41542.

The amount of Entry Fee ... £ 2 : 0 :
Special ... £ 24 : 10 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 28 Jan 1931
When received, 30.1.1931

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

Committee's Minute
Assigned
FRI. 30 JAN 1931
+ L.M.C. 1. 31