

List of

Rpt. 4.

No. 39815.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

30 APR 1929

Date of writing Report 29.4.29 When handed in at Local Office 29.4.29 Port of HULL
 No. in Survey held at Hull Date, First Survey 5 Nov 1928 Last Survey 27 April 1929
 Reg. Book. 67008 on the Steam Trawler "PERIHELION" (Number of Visits 21)
 Built at Leby By whom built Cochrane Bros Ltd Yard No. 1043 Tons Gross 313.98
Net 145.86
 Engines made at Hull By whom made Amos & Smith Ltd Engine No. 576 When built 1929
 Boilers made at Hull By whom made Amos & Smith Ltd Boiler No. 576 when made "
 Registered Horse Power " Owners Leby Bros S. & Co Ltd Port belonging to Grimsby
 Nom. Horse Power as per Rule 91 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 13.22 1/4 37 Length of Stroke 36 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 6.9 as fitted 7.5 Crank pin dia. 7.2 Crank webs Mid. length breadth 1.4 1/2 Thickness parallel to axis 4.4
 Mid. length thickness 4.4 shrunk Thickness around eye-hole 3.3
 Intermediate Shafts, diameter as per Rule 6.6 as fitted 4.8 Thrust shaft, diameter at collars as per Rule 6.9 as fitted 7.2
 Tube Shafts, diameter as per Rule " as fitted " Screw Shaft, diameter as per Rule 4.4 as fitted 4.4 Is the { tube } shaft fitted with a continuous liner { Yes }
 Bronze Liners, thickness in way of bushes as per Rule 3/16 as fitted 3/16 Thickness between bushes as per Rule 3/16 as fitted 3/16 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 shaft Yes
 Length of Bearing in Stern Bush next to and supporting propeller 33
 Propeller, dia. 10'-0" Pitch 10'-10" No. of Blades 4 Material CS whether Moveable No Total Developed Surface 35 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 6 3/4 x 4 3/4 x 6 } Pumps connected to the { No. and size 6 3/4 x 4 3/4 x 6 + 2 electric }
 { How driven Steam } Main Bilge Line { How driven Steam }
 Ballast Pumps, No. and size " Lubricating Oil Pumps, including Spare Pump, No. and size "
 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 1/2"
 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" Gieseler 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 Inward Suctions How are they protected Wood casings
 What pipes pass through the deep tanks " 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 "

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 1546 Sq. ft.
 Is Forced Draft fitted No No. and Description of Boilers One Simple ended Working Pressure 200 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 Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes
 Superheaters Yes General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

SPARE GEAR. State the articles supplied:—2 Bolts + nuts for top ends, bottom ends + main bearings. Set of coupling bolts + nuts. Feed bilge + air pump valves. Safety valve spring. Main + donkey check valves. 12 Piston Studs + nuts. Arc. pump impeller + spindle. Bolts + nuts of various sizes.

The foregoing is a correct description,
For AMOS & SMITH LTD.

[Signature]
MANAGER

Manufacturer.



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Lloyd's Register
Foundation

002298-002304-0188

Rpt. 5a.
 Date of writing
 No. in Reg. Book. 62008
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 Engines ma
 Boilers ma
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Dates of Survey while building
 During progress of work in shops - - 1928. Nov 5. Dec 4. 11. 1929. Jan 4. 15. 25. Feb 1. 5. 9. 11. 14. Mar 4. 7. 14. 21
 During erection on board vessel - - 28. Apr 3. 12. 13. 19. 22.
 Total No. of visits 21.

Dates of Examination of principal parts—Cylinders 14. 2. 29 Slides 21. 3. 29 Covers 14. 2. 29
 Pistons 21. 3. 29 Piston Rods 14. 2. 29 Connecting rods 14. 2. 29
 Crank shaft 14. 2. 29 Thrust shaft 4. 3. 29 Intermediate shafts 5. 2. 29
 Tube shaft ✓ Screw shaft 5. 2. 29 Propeller 5. 2. 29
 Stern tube 5. 2. 29 Engine and boiler seatings 12. 4. 29 Engines holding down bolts 12. 4. 29
 Completion of fitting sea connections 11. 2. 29
 Completion of pumping arrangements 22. 4. 29 Boilers fixed 12. 4. 29 Engines tried under steam 22. 4. 29
 Main boiler safety valves adjusted 22. 4. 29 Thickness of adjusting washers F 3/8 A 3/2
 Crank shaft material Steel Identification Mark Slope 410 Thrust shaft material Steel Identification Mark Slope 410
 Intermediate shafts, material Steel Identification Marks Slope 410 Tube shaft, material ✓ Identification Mark
 Screw shaft, material Steel Identification Mark Slope 410 Steam Pipes, material S.D. Copper Test pressure 400 lbs Date of Test 13. 4. 29

Is an installation fitted for burning oil fuel ✓ 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 1/2 If so, state name of vessel "Larwood"

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been built under special survey & the materials and workmanship are sound & good. It has been satisfactorily fitted on board, tried under working conditions & found in good order. It is eligible in my opinion to have record of + L.M.C. 4. 29 Ch.

The foregoing reports & steel invoices already forwarded with report on sister vessel "Larwood"

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 4. 29. C.L

YRM
 1. 5. 29
 J. H. Mackintosh
 Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 2 : 0 :
 Special ... £ 22 : 15 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 29 April 29
 When received, 1/5/29

Committee's Minute
 Assigned + L.M.C. 4. 29 C.L.
 FRI. 3 MAY 1929

