

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report *16.4.1930* When handed in at Local Office *16 April 1930* Port of *Hull* 17 APR 1930

No. in Survey held at *Hull* Date, First Survey *19 Aug 1929* Last Survey *17 April 1930*  
 Reg. Book. *10412 on the Steam Trawler "CLEVELA"* (Number of Visits *27*)

Built at *Selby* By whom built *Cochrane & Sons Ltd* Yard No. *1073* Tons } Gross *355.33*  
 Net *140.49*  
 Engines made at *Hull* By whom made *Amos & Smith Ltd* Engine No. *600* when made *1930*  
 Boilers made at *Hull* By whom made *do* Boiler No. *600* when made *1930*

Registered Horse Power \_\_\_\_\_ Owners *James & Sons Ltd* Port belonging to *Flitwood*  
 Nom. 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*

**ENGINES, &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 *7.2* Crank pin dia. *7.2* Crank webs Mid. length breadth *14 3/4* Thickness parallel to axis *4 3/4*  
 as fitted *7.2* Mid. length thickness *4 3/4* shrunk Thickness around eye-hole *3 3/4*

Intermediate Shafts, diameter as per Rule \_\_\_\_\_ Thrust shaft, diameter at collars as per Rule *7.2*  
 as fitted \_\_\_\_\_ as fitted *7.2*

Tube Shafts, diameter as per Rule \_\_\_\_\_ Screw Shaft, diameter as per Rule *7.7* Is the { tube } shaft fitted with a continuous liner { *no* }  
 as fitted \_\_\_\_\_ as fitted *8 1/4* { screw }

Bronze Liners, thickness in way of bushes as per Rule \_\_\_\_\_ Thickness between bushes as per Rule *9/16* Is the after end of the liner made watertight in the  
 as fitted *9/16* as fitted \_\_\_\_\_ propeller boss \_\_\_\_\_  
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner \_\_\_\_\_  
 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 \_\_\_\_\_  
 If two liners are fitted, is the shaft lapped or protected between the liners \_\_\_\_\_ Is an approved Oil Gland or other appliance fitted at the after  
 end of the tube shaft \_\_\_\_\_

Propeller, dia. *16.3* Pitch *16.7 1/2* No. of Blades *4* Material *st* 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 \_\_\_\_\_  
 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 \_\_\_\_\_

Feed Pumps { No. and size *one, 6" x 3" x 6"* Pumps connected to the { No. and size *one 6 1/4" x 4 1/4" x 6"* }  
 { 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 \_\_\_\_\_ 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" Spectral* 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 *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 *Wood Suctions* How are they protected *Wood casing*

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 \_\_\_\_\_ Is it fitted with a watertight door \_\_\_\_\_ worked from \_\_\_\_\_

**MAIN BOILERS, &c.**—(Letter for record *S*) Total Heating Surface of Boilers *1755 Sq. feet*

Is Forced Draft fitted *no* (No. and Description of Boilers *one Single ended* Working Pressure *200 lbs.*)

IS A REPORT ON MAIN BOILERS NOW FORWARDED? *Yes* *158*

IS A DONKEY BOILER FITTED? *no* If so, is a report now forwarded? \_\_\_\_\_

**PLANS.** Are approved plans forwarded herewith for Shafting \_\_\_\_\_ Main Boilers *Yes* Auxiliary Boilers \_\_\_\_\_ Donkey Boilers \_\_\_\_\_  
 (If not state date of approval)

Superheaters \_\_\_\_\_ General Pumping Arrangements *Yes* Oil fuel Burning Piping Arrangements \_\_\_\_\_

**SPARE GEAR.** State the articles supplied:— *2 Bolts + nuts for top ends, bottom ends +*  
*main bearings. Set of coupling bolts + nuts. Valves for air, fuel,*  
*bilge and donkey pumps. Safety valve spring. main and*  
*donkey check valves + seats. Feed pump ram and gland.*  
*circ. pump impeller + spindle. Bolts + nuts of various sizes.*

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

*[Signature]*  
 MANAGER.

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NOTE—The words which do not apply should be deleted.

