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D.O.

AUXILIARY.

No. 774

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

FOR DONKIN & COY STEERING GEAR

Received at London Office

9 MAR 1950

Date of writing Report 17.2.50. When handed in at Local Office 19. Port of NOTTINGHAM.

No. in Survey held at Nottingham Date, First Survey 18.7.49. Last Survey 18.1.1950  
Reg. Book on the STEAM TRAWLER PRINCESS ELIZABETH (Number of Visits)

Messrs. Donkin & Co. Ltd., Tons { Gross  
Net

Built at BEVERLEY, YORKS. By whom made E. Reader & Sons Ltd. Engine No. 25503 When built 1950  
Yard No. 824.

Engines made at Nottingham By whom made E. Reader & Sons Ltd. Engine No. 25503 When made 1950

Boilers made at By whom made Boiler No. When made

Registered Horse Power 14 Owners Port belonging to

Nom. Horse Power as per Rule 0.67 M.N. Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which vessel is intended FOR TRAWLING PURPOSES

ENGINES, &c.—Description of Engines S.F.6. Vertical enclosed forced lubricated Revs. per minute 550

Dia. of Cylinders 6" Length of Stroke 31 1/2" No. of Cylinders One No. of Cranks One

Crank shaft, dia. of journals as per Rule App. 2 1/8" Crank pin dia. 2 1/2" Mid. length breadth 4 1/4" Thickness parallel to axis

as fitted 2 1/8" Crank webs 1 1/8" shrunk Thickness around eye-hole

Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule

as fitted Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule

as fitted Is the { tube screw } shaft fitted with a continuous liner {

Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule

as fitted Is the after end of the liner made watertight in the

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

at If so, state type Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet

Feed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Feed { No. and size Pumps connected to the { No. and size

Pumps How driven Main Bilge Line How driven

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

Bilge Pumps:—In Engine and Boiler Room

In Pump Room

Main Water Circulating Pump Direct Bilge Suctions, No. and size

No. and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes.

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.

Are all Sea Connections fitted direct on the skin of the ship. Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates. Are the Overboard Discharges above or below the deep water line

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel. Are the Blow Off Cocks fitted with a spigot and brass covering plate

What Pipes pass through the bunkers. How are they protected

What pipes pass through the deep tanks. Have they been tested as per Rule

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times.

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

Is the Shaft Tunnel watertight. Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers

Which Boilers are fitted with Forced Draft Which Boilers are fitted with Superheaters

No. and Description of Boilers Working Pressure

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED? If so, is a report now forwarded?

Can the donkey boiler be used for other than domestic purposes

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval)

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

## SPARE GEAR.

Has the spare gear required by the Rules been supplied. The Rules do not apply to this size of engine.

State the principal additional spare gear supplied.

One Pair - Crankpin brasses with bolts and nuts.

One " - Crosshead " " " "

One " - Governor Springs.

One Set - Semi metallic packing.

One - Governor Valve 1/16" oversize.

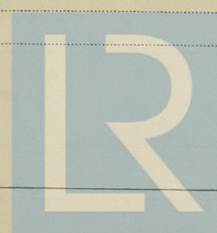
One - Steel piston with water grooves.

The foregoing is a correct description.

B. B. Inger

E. READER & SONS, LIMITED

Manufacturer.



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Lloyd's Register  
Foundation

002320-002329-0071



Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

18.7.49. 18.1.50. 25.1.50.

3

Dates of Examination of principal parts—Cylinders

18.1.50.

Slides

-

Covers

18.1.50.

Pistons

18.1.50.

Piston Rods

18.1.50.

Connecting rods

18.1.50.

Crank shaft

18.1.50.

Thrust shaft

Intermediate shafts

Tube shaft

Screw shaft

Propeller

Stern tube

Engine and boiler seatings

Engines holding down bolts

Completion of fitting sea connections

Completion of pumping arrangements

Boilers fixed

Engines tried under steam

Main boiler safety valves adjusted

Thickness of adjusting washers

18.7.49.

Crank shaft material

O.H.S.

Identification Mark

1157.T.D.S.

Thrust shaft material

Identification Mark

Intermediate shafts, material

Identification Marks

Tube shaft, material

Identification Mark

Screw shaft, material

Identification Mark

Steam Pipes, material

Test pressure

Date of Test

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 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

If so, state name of vessel

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

This engine has been built under Special Survey, in accordance with the Regulations of the Society; the materials and workmanship being good.

On completion the engine was run in the shops under light load conditions and found satisfactory.

The engine has been despatched to Newcastle.

The amount of Entry Fee	...	£	4	:	0	:	When applied for,
Special	...	£	:	:	:	:	8.3. 1950.
Donkey Boiler Fee	...	£	:	:	:	:	When received,
Travelling Expenses (if any)	£	:	:	:	:	:	19.

*H. Thorburn*

Engineer Surveyor to Lloyd's Register of Shipping.

Date.....

Committee's Minute..... *No Action / See F.E. mchey. rpt*