

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

10 OCT 1934

Date of writing Report 2. 10. 34 When handed in at Local Office 2. 10. 34 Port of MIDDLESBROUGH.

No. in Survey held at SOUTH BANK. Date, First Survey Last Survey 2. 10. 1934.

Reg. Book. on the Steam trawler "OLVINA" (Number of Visits) Gross 425.

Built at South Bank. By whom built Smiths Dock Co. Ltd. Yard No. 972. When built 1934.

Engines made at do. By whom made do. Engine No. 437. When made 1934.

Boilers made at Hartlepool By whom made Richardson, Westgate & Co. No. D.237. When made 1934.

Registered Horse Power Owners Victoria Fishing Co. Ltd. Port belonging to Hull

Nom. Horse Power as per Rule 132.6. 133 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 140.

Dia. of Cylinders 13½" 22½" 39" Length of Stroke 26" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 7.74" Crank pin dia. 8" Crank webs Mid. length breadth 11½" Thickness parallel to axis 4½"

Intermediate Shafts, diameter as per Rule 7.37" as fitted 7½" Thrust shaft, diameter at collars as per Rule 7.74" as fitted 7½"

Tube Shafts, diameter as per Rule 8.18" as fitted 8½" Is the shaft fitted with a continuous liner? Yes.

Bronze Liners, thickness in way of bushes as per Rule 6.4" as fitted 9" Thickness between bushes as per Rule 9" 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? Yes.

Length of Bearing in Stern Bush next to and supporting propeller 3' 6"

Propeller, dia. 10' 0" Pitch 9' 6" No. of Blades 4 Material C.I. whether Moveable no Total Developed Surface 36 sq. feet

Feed Pumps worked from the Main Engines, No. 1 Diameter 3" Stroke 13½" Can one be overhauled while the other is at work? Yes.

Bilge Pumps worked from the Main Engines, No. 1 Diameter 3" Stroke 13½" Can one be overhauled while the other is at work? Yes.

Feed Pumps No. and size 1-6" 3½" 6" Duplex. Pumps connected to the Main Bilge Line No. and size 1-6" 4" 6" Duplex & EJECTOR.

How driven STEAM. How driven STEAM.

Ballast Pumps, No. and size 1-6" 4" 6" Duplex. 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" In Holds, &c. 1-2" FOR STORE. 2-2½" SLUDGE TANKS.

In Pump Room

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-4½" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-2½"

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? Steam to winch & windlass; wash down pipe. How are they protected? Lagged and iron casings.

Have they been tested as per Rule? Yes.

What pipes pass through the deep tanks? 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? None.

Is it fitted with a watertight door? Yes.

worked from? Yes.

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 2500 sq. ft.

Is Forced Draft fitted? No. No. and Description of Boilers I.S.B. Working Pressure 225 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes.

IS A DONKEY BOILER FITTED? No. If so, is a report now forwarded? Yes.

Is the donkey boiler intended to be used for domestic purposes only? Yes.

PLANS. Are approved plans forwarded herewith for Shafting 8. 9. 33. Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval)

Superheaters 6. 10. 33 General Pumping Arrangements 7. 3. 33 Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied? Yes.

State the principal additional spare gear supplied. 1 C.I. propeller, 6 piston bolts & nuts, 1 safety valve opening, 1 opening for each size of escape valve, 1 main check valve lid, 1 donkey check valve lid, 1 set air pump valves.

The foregoing is a correct description,

Manufacturer.

FOR SMITH'S DOCK COMPANY, LTD.

J. Ostrer

Engine Works Manager.

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002536-002542-0025

If not, state whether, and when, one will be sent?

Is a Report also sent on the Hull of the Ship?

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

Im. 220. T.

During progress of work in shops - - 1944 June 22 July 10. 19. 24 August 7. 10. 13. 17. 27. 29. 31 Sep 3. 4. 5. 7. 10
 Dates of Survey while building During erection on board vessel - - - Sep 17. 18. 21. 24. 26. 28 Oct 2
 Total No. of visits 24

Dates of Examination of principal parts—Cylinders 13. 8. 34 Slides 13. 8. 34. Covers 13. 8. 34.
 Pistons 17. 8. 34. Piston Rods 17. 8. 34 Connecting rods 29. 8. 34
 Crank shaft 17. 8. 34 Thrust shaft 10. 7. 34 Intermediate shafts 7. 8. 34
 Tube shaft ✓ Screw shaft 7. 8. 34. Propeller 4. 9. 34.
 Stern tube 29. 8. 34. Engine and boiler seatings 10. 9. 34. Engines holding down bolts 17. 9. 34.
 Completion of fitting sea connections 10. 9. 34.
 Completion of pumping arrangements 26. 9. 34 Boilers fixed 17. 9. 34. Engines tried under steam 26. 9. 34.
 Main boiler safety valves adjusted 26. 9. 34 Thickness of adjusting washers port $\frac{9}{16}$ Star. $\frac{9}{32}$ Superheater $\frac{3}{16}$
 Crank shaft material S.M. Steel Identification Mark LLOYDS No 1779. Thrust shaft material S.M. Steel Identification Mark LLOYDS No 1780.
 Intermediate shafts, material S.M. Steel Identification Marks LLOYDS No 1781. Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material S.M. Steel Identification Mark LLOYDS No 1780. Steam Pipes, material Steel Test pressure 675 lbs. Date of Test 20. 9. 34
 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 No. If so, state name of vessel "REYKJANES" ✓
 General Remarks (State quality of workmanship, opinions as to class, &c.)

The materials and workmanship are good.

This machinery has been built under special survey in accordance with the Rules and Approved Plans. It has been securely fitted aboard and tested with satisfactory results under steam and is, in my opinion, eligible for classification with need + L.M.C. 10. 34.

The amount of Entry Fee ... £ 3-: 0-0 When applied for, 8. 10. 1934
 Special ... £ 16-: 13-0
 Donkey Boiler Fee ... £ : : When received, 4. 12. 34
 Travelling Expenses (if any) £ : :

P. J. McA.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

FRI. 26 OCT 1934

CERTIFICATE WRITTEN



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