

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

19 JUN 1939

Received at London Office

JUN 20 1939

Date of writing Report

19

When handed in at Local Office

19

Port of

HULL

No. in Survey held at  
Reg. Book.

Date, First Survey

16.2.39

Last Survey

2.6.1939

(Number of Visits)

66443 on the

S.K. PRIMA

(STEAM TRAWLER)

Tons

Gross 314.11  
Net 115.90

Built at

S.K.

By whom built

Richard &amp; Son Ltd.

Yard No.

1201

When built

1939.

Engines made at

S.K.

By whom made

Amos &amp; Smith Ltd.

Engine No.

667

When made

1939.6

Boilers made at

S.K.

By whom made

Amos &amp; Smith Ltd.

Boiler No.

667

When made

1939.6

Registered Horse Power

Owners

Munn. Main &amp; Wul Ltd. Port belonging to Cardiff.

Nom. Horse Power as per Rule

124.5

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which Vessel is intended

Steam Trawler.

ENGINES, &amp;c.—Description of Engines Triple Expansion Reciprocating D.A. Revs. per minute 116.

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 7.38

as fitted 7.5

Crank pin dia.

7 1/2"

Crank webs

Mid. length breadth 14 3/4" shrunk

Mid. length thickness 4 3/4"

Thickness parallel to axis 4 3/4"

Thickness around eye-hole 3 5/8"

Intermediate Shafts, diameter

as per Rule 7.04

as fitted none fitted

Thrust shaft, diameter at collars

as per Rule 7.38

as fitted 7 1/2"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 7.89

as fitted 8 1/4"

Is the tube screw

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule 5.4

as fitted 9/16"

Thickness between bushes

as per Rule 4"

as fitted 9/16"

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

Yes

shaft

If so, state type

Yes

Length of Bearing in Stern Bush next to and supporting propeller

36"

Propeller, dia.

10'-3"

Pitch

10'-9"

No. of Blades

4

Material

C.I.

whether Moveable

No

Total Developed Surface

37 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 duplex donkey pump

Pumps connected to the

Main Bilge Line

No. and size

One duplex 4" pump

How driven

Steam

6 x 4 1/4 x 6"

Thrust

Ballast Pumps, No. and size

One 4" pump

Lubricating Oil Pumps, including Spare Pump, No. and size

One 2" pump

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

One 2" suction

In Engine Room

One 2" suction

In Pump Room

One 2" suction

In Holds, &amp;c.

One 2" suction

One 2" suction

One 2" suction

One 2" suction

One 2" suction

One 2" suction

One 2" suction

One 2" suction

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

One 4" suction

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

One 3" suction

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

Yes

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

Oil fuel heating coils only

How are they protected

Yes

What pipes pass through the deep tanks

None

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, &amp;c.—(Letter for record 5") Total Heating Surface of Boilers 2000 sq. ft.

Which Boilers are fitted with Forced Draft

Main Boilers

Which Boilers are fitted with Superheaters

Yes

No. and Description of Boilers

One S.B.

Working Pressure

200 lbs. per sq. in.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes

IS A DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

Yes

Can the donkey boiler be used for domestic purposes only

Yes

PLANS.

Are approved plans forwarded herewith for Shafting

Main Boiler

Yes

Auxiliary Boilers

Yes

Donkey Boilers

Yes

Superheaters

Yes

General Pumping Arrangements

Yes

Oil fuel Burning Piping Arrangements

Yes

## SPARE GEAR.

Has the spare gear required by the Rules been supplied

Yes

State the principal additional spare gear supplied

2 Pumping rod tips and nuts

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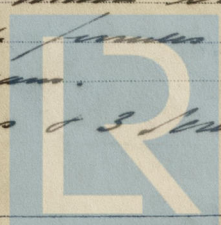
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The foregoing is a correct description.

For AMOS &amp; SMITH LTD.

A. L. Kewley  
DIRECTOR.

Manufacturer.



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Lloyd's Register  
Foundation

002923-002128-0119



Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

1939

Feb 16. 23. 27. 28. Mar 1. 2. 3. 4. 9. 11. 14. 15. 21. 23. 28. 31. Apr 5. 6. 11. 24. 26. May 4. 12. 19. 20.

22. 24. June 1. 2.

31

Dates of Examination of principal parts—Cylinders 28. 3. 39 Slides 11. 4. 39 Covers 11. 4. 39  
Pistons 11. 4. 39 Piston Rods 28. 3. 39 Connecting rods 28. 3. 39  
Crank shaft 3. 3. 39 Thrust shaft 3. 3. 39 Intermediate shafts ✓  
Tube shaft ✓ Screw shaft 29. 2. 39 Propeller 23. 3. 39  
Stern tube 23. 3. 39 Engine and boiler seatings 12. 5. 39 Engines holding down bolts 12. 5. 39  
Completion of fitting sea connections 23. 3. 39  
Completion of pumping arrangements 24. 5. 39 Boilers fixed 4. 5. 39 Engines tried under steam 24. 5. 39  
Main boiler safety valves adjusted 2. 6. 39 Thickness of adjusting washers F.V. 1/4" A.V. 1/32"  
Crank shaft material ✓ Identification Mark 1243 Thrust shaft material ✓ Identification Mark 1243  
Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓  
Screw shaft, material ✓ Identification Mark 1243 Steam Pipes, material ✓ Test pressure 650 lbs Date of Test 22. 5. 39  
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 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 ✓ If so, state name of vessel S.K. Edmund Collingwood

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

The machinery of this vessel has been constructed under Special Survey & the material & workmanship are prima facie good. The machinery has been satisfactorily fitted on board, examined under working conditions & found in good order & is eligible in my opinion to have notation 1st L.C. 6. 39. C.L.

The amount of Entry Fee ... £ 3 : : : When applied for, 16. 6. 39  
Special ... £ 31 : : :  
Donkey Boiler Fee ... £ : : : When received, 1/5 19. 39  
Travelling Expenses (if any) £ : : :  
17. 5. 39

Committee's Minute

Assigned

+ Lmb. 6. 39  
Jlt for oil fuel 6. 29. 4  
22, C.L.

H. L. Smeaton  
Engineer Surveyor to Lloyd's Register of Shipping.