

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office. 28 OCT 1947

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

No. in Survey held at Selby & Hull. Date, First Survey 25. 7. 46. Last Survey 8. 10. 1947.
 Reg. Book 65954 the Steam Trawler "E. L. L. I. D. I." Tons { Gross 642.
 Net 216.

Built at Selby By whom built Cochrane & Sons Ltd. Yard No. 1325 When built 1947
 Engines made at Hull By whom made Amos & Smith Ltd. Engine No. 788 When made 1947
 Boilers made at -do- By whom made -do- Boiler No. 788 When made 1947
 Registered Horse Power - Owners Government of Iceland. Port belonging to Siglufjordur.
M.N. (Skipautgerd Rikisins).
 Net Horse Power as per Rule 249 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which vessel is intended Trawler

ENGINES, &c.—Description of Engines Triple expansion (Steam reciprocating). Revs. per minute 125

Dia. of Cylinders 16½"x28½"x47" Length of Stroke 30" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule approx. 9½" Crank pin dia. 9½" Mid. length breadth 1.6½" Thickness parallel to axis 5.13/16"
 as fitted 9½" Crank webs Mid. length thickness 5.13/16" Thickness around eye-hole 4.15/16"

Intermediate Shafts, diameter as per Rule approx. 9" Thrust shaft, diameter at collars as per Rule approx. 9½"
 as fitted 9" as fitted 9½"

Tube Shafts, diameter as per Rule approx. 10" at top of cone & body fitted with a continuous liner Yes
 as fitted 9½" at coupling end (min) as per London letter 19.11.45.

Bronze Liners, thickness in way of bushes as per Rule approx. 11/16" Thickness between bushes as per Rule approx. 17/32" 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 -
 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 47"

Propeller, dia. 11'3" Pitch 12.21/9.81 No. of Blades 4 Material M.B. whether Moveable No Total Developed Surface 44 sq. feet

Feed Pumps worked from the Main Engines, No. Two Diameter 3½" Stroke 11" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. Two Diameter 3½" Stroke 11" Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size 2-3½" Bore, 11" stroke. Pumps connected to the { No. and size Two 3½" x 11". Two 50 tons/gr.
 How driven ME. One Weir's 15 tons/hr. Elec. motor. ME. Elec. motor.
 1½" bil. injection driven by steam.

Ballast Pumps, No. and size Two 50 tons/hr. as above. Lubricating Oil Pumps, including Spare Pump, No. and size none

Are two independent means arranged for circulating water through the Oil Cooler none Suctions, connected both to Main Bilge Pumps and Auxiliary Bilge Pumps:—In Engine and Boiler Room AER 1 - 2½", B.R. 1 - 2½"
 In Pump Room Oil gutterways in B.R. 2 - 2". In Holds, &c. Under for'd accom. 1 - 2", No. 1 slushwell 1-3", No. 2 slushwell 1 - 3".

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 5" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges Yes
 No. and size 1 - 3" AER. Are all the Bilge Suction Pipes in holds and tank 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 none How are they protected -
 What pipes pass through the deep tanks none 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 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 part of ER Is it fitted with a watertight door - worked from -

AIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2800 sq.ft. + 1235 sq.ft. = 4035 sq.ft. (spt).
 Which Boilers are fitted with Forced Draft Sole Boiler Which Boilers are fitted with Superheaters Sole Boiler.
 No. and Description of Boilers One S.E. Boiler. Working Pressure 225 lbs / in²

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No 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 17.11.45 Main Boilers 10.11.45 Auxiliary Boilers - Donkey Boilers -
 (If not state date of approval)

Superheaters - General Pumping Arrangements 15.7.45. Oil fuel Burning Piping Arrangements 26.6.46.

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes
 State the principal additional spare gear supplied see attached list.

The foregoing is a correct description.

FOR AMOS & SMITH LTD.

W. E. Brown.

Manufacturer.

DIRECTOR



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003046-003055-0260

"E L L I D I".

During progress of work in shops - - (1946 July 25. Aug 30. Oct 11. Nov. 18. Dec. 11. 23.
 (1947 Jan 8. 27. Feb. 10. 14. 21. Mar 5. 10. 20. 26. Apr. 3. 11. 14. 16. 23. May 1. 20. 22. June 4. Aug 16.
 Dates of Survey while building During erection on board vessel - - (1946 Sept 24. Oct 21. Nov. 19.
 (1947 Feb. 6. Apr. 24. 28. June 12. July 3. 8. 14. 22. Aug. 12. 15. 16. Sept. 2. 3. 8. 10. 29. Oct. 1. 3. 7. 8.
 Total No. of visits. 48.

Dates of Examination of principal parts - Cylinders 3.4.47. Slides 1.5.47. Covers 3.4.47.
 Pistons 16.4.47. Piston Rods 11.12.46. Connecting rods 11.12.46.
 Crank shaft 8.1.47. Thrust shaft 14.6.46. Intermediate shafts 23.8.46.
 Tube shaft - Screw shaft 16.7.46. Propeller 21.10.46.
 Stern tube 21.10.46. Engine and boiler seatings 16.8.47. Engines holding down bolts 16.8.47.
 Completion of fitting sea connections 21.10.46. Engines tried under steam 1.10.47.
 Completion of pumping arrangements 29.9.47. Boilers fixed 16.8.47.
 Main boiler safety valves adjusted 8.10.47. Thickness of adjusting washers P. 5/16" S. 11/32" Spt. 11/32" Webs 829
 Crank shaft material FI Steel Identification Mark LLOYD'S Journ. 8290 CP 5.6.46. Coup. 8289 CP 5.6.46. CP 197
 Intermediate shafts, material -do- Identification Mark Pins. 8291 CP Thrust shaft material FI Stl. Identification Mark LLOYDS.
 Screw shaft, material -do- Identification Mark 8252 8.5.46 Tube shaft, material -do- Identification Mark -
 Is an installation fitted for burning oil fuel Yes Is the flash point of the oil to be used over 150° F. Yes.
 Have the requirements of the Rules for the use of oil as fuel been complied with Yes
 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 No
 Is this machinery duplicate of a previous case Yes If so, state name of vessel "INGOLFUR ARNARSON".

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

The machinery of this vessel has been constructed and installed under Special Survey in accordance with the Secretary's letters, approved plans and the Rules.
 The workmanship and materials are good.
 The machinery has been tried under working conditions and found satisfactory in every respect.

Eligible to be classed in the Register Book:-

+LMC 10.47. C.L. T. 3cy. 16 1/2", 28 1/2", 47" - 30" (S) 225lbs. 1 SB (Spt).
 3 cf. H.S. 4035 sq.ft. F.D.
 Fitted for oil fuel 10.47 above 150°F.

The amount of Entry Fee ... £ : : When applied for,
 Special ... +LMC ... £ 75 - : : 23 OCT 1947
 Donkey Boiler Fee ... £ : : When received,
 Travelling Expenses (if any) £ : : 10.

M. Chambers.
 Engineer Surveyor to Lloyd's Register of Shipping.

Date

Committee's Minute +LMC 10.47

FITTED FOR OIL FUEL 10.47 FLASH POINT ABOVE 150°F. F.D. C.L. 1SB 225lb Spt.



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