

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

23 OCT 1947

Received at London Office

Date of writing Report \_\_\_\_\_ 19 \_\_\_\_\_ When handed in at Local Office \_\_\_\_\_ 19 \_\_\_\_\_ Port of HULL. 28 OCT 1947

No. in Survey held at Selby & Hull. Date, First Survey 25. 7. 46. Last Survey 8. 10. 1947.  
 Reg. Book \_\_\_\_\_ (Number of Visits 48.)

65954 in 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).

Norm. 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 16 1/2" x 28 1/2" x 47" Length of Stroke 30" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule approd. Mid. length breadth 1.6 3/8" Thickness parallel to axis 5.13/16"  
 as fitted 9 1/2" Crank pin dia. 9 1/2" Crank webs Mid. length thickness 5.13/16" Thickness around eye-hole 4.15/16"

Intermediate Shafts, diameter as per Rule approd. Thrust shaft, diameter at collars as per Rule approd.  
 as fitted 9" as fitted 9 1/2"

Tube Shafts, diameter as per Rule - Screw Shaft, diameter as per Rule approd.  
 as fitted - as fitted 10" at top of cone & body fitted with a continuous liner  
9 1/2" at coupling end (min) as per London letter 19.11.45. Yes

Bronze Liners, thickness in way of bushes as per Rule approd. Thickness between bushes as per Rule approd.  
 as fitted 11/16" as fitted 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/ 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 3 1/2" Stroke 11" Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. Two Diameter 3 1/2" Stroke 11" Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size 2-3 1/2" Bore, 11" stroke. Pumps connected to the { No. and size Two 3 1/2" x 11". Two 50 tons/gr.  
 How driven ME. One Weir's 15 tons/hr. Main Bilge Line { How driven M.E. Elec. motor.

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 - 2 1/2", B.R. 1 - 2 1/2"

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. No. and size 1 - 3" AER. Are all the Bilge Suction Pipes in holds and not and not 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 -

**MAIN 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 225lbs / in<sup>2</sup>

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.

Manufacturer.

DIRECTOR



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Lloyd's Register Foundation

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.  
 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 8/29  
 Crank shaft material FI Steel Identification Marks LLOYD'S Journ. 8290 CP 5.6.46. Coup. 8289 CP 5.6.46. Pins 8291 CP Thrust shaft material FI Stl. Identification Mark 8253 CP 2.9.47  
 Intermediate shafts, material -do- Identification Marks LLOYD'S 8251 CP 8.5.46. Tube shaft, material \* Identification Mark LLOYDS.  
 Screw shaft, material -do- Identification Mark CP 15 5.46. Steam Pipes, material Steel. Test pressure 675lbs. Date of Test 2.9.47.  
 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) £ : : } 19.

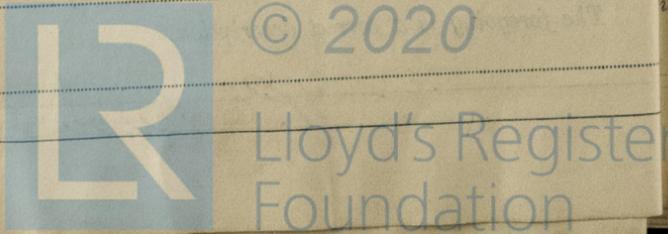
M. Chambers,  
 Engineer Surveyor to Lloyd's Register of Shipping.

28 NOV 1947

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.



Certificate to be sent to  
 The Surveyors are requested not to write on or below the space for Committee's Minute.