

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

of writing Report *29 Nov 29* When handed in at Local Office *29 Nov 29* Port of *Hull* Received at London Office *3 DEC 1929*  
 in Survey held at *Hull* Date, First Survey *4 July* Last Survey *27 Nov 1929*  
 Book. (Number of Visits *26*)  
 on the *Steam Trawler "CASSIO"* Tons *142.88*  
 at *Beverley* By whom built *Cook, Winton & Gemmell Ltd* Yard No. *530* When built *1929*  
 ines made at *Hull* By whom made *Amos & Smith Ltd* Engine No. *593* when made *1929*  
 lers made at *Hull* By whom made *do* Boiler No. *593* when made *1929*  
 istered Horse Power *111* Owners *Hull Hawthorn Fishing Co Ltd* Port belonging to *Hull*  
 Horse Power as per Rule *111* Is Refrigerating Machinery fitted for cargo purposes *no* Is Electric Light fitted *yes*  
 de for which Vessel is intended *Fishing.*

INES, &c.—Description of Engines *Triple Expansion* Revs. per minute  
 of Cylinders *13 1/2* *23 1/2* *38 1/2* Length of Stroke *26* No. of Cylinders *3* No. of Cranks *3*  
 ank shaft, dia. of journals *7 1/2* as per Rule *7 1/2* Crank pin dia. *7 3/4* Mid. length breadth *15* Thickness parallel to axis *4 3/4*  
 as fitted *7 3/4* Crank webs *4 3/4* Mid. length thickness *4 3/4* Thickness around eye-hole *3 5/8*  
 as per Rule *7 1/2* Intermediate Shafts, diameter as fitted *7 1/2* Thrust shaft, diameter at collars as per Rule *7 1/2*  
 as fitted *7 1/2* as fitted *7 1/2* Is the tube screw shaft fitted with a continuous liner *yes*  
 as per Rule *8 1/4* Screw Shaft, diameter as fitted *8 1/4* Is the after end of the liner made watertight in the  
 as fitted *8 1/4* as fitted *8 1/4* Thickness between bushes *5/8* Is the after end of the liner made watertight in the  
 as per Rule *5/8* as fitted *5/8* If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner  
 as fitted *5/8* Is an approved Oil Gland or other appliance fitted at the after end of the tube  
 If so, state type *no* Length of Bearing in Stern Bush next to and supporting propeller *40*  
 opeller, dia. *11'-0"* Pitch *10'-8"* No. of Blades *4* Material *G.I.* whether Movable *no* Total Developed Surface *42* sq. feet  
 ed Pumps worked from the Main Engines, No. *Two* Diameter *2 3/4* Stroke *13* Can one be overhauled while the other is at work *yes*  
 ge Pumps worked from the Main Engines, No. *Two* Diameter *2 3/4* Stroke *13* Can one be overhauled while the other is at work *yes*  
 ed { No. and size *one, 6' x 3' x 6'* Pumps connected to the { No. and size *one, 6 1/4' x 4 1/4' x 6' + 2 1/2' ejector*  
 mps { How driven *Steam* Main Bilge Line { How driven *Steam*  
 Fast Pumps, No. and size *no* Lubricating Oil Pumps, including Spare Pump, No. and size *no*  
 two independent means arranged for circulating water through the Oil Cooler *no* Suctions, connected to both Main Bilge Pumps and Auxiliary  
 ge Pumps;—In Engine and Boiler Room *2 @ 2 1/2*  
 Holds, &c. *4 @ 2 1/2* *one @ 2 1/2* *to fore and aft peaks.*

in Water Circulating Pump Direct Bilge Suctions, No. and size *one 4"* Independent Power Pump Direct Suctions to the Engine Room Bilge  
 and size *one, 2 1/2" Ejector* Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes *yes*  
 e 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*  
 e all Sea Connections fitted direct on the skin of the ship *yes* Are they fitted with Valves or Cocks *Both*  
 e 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*  
 e 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*  
 hat Pipes pass through the bunkers *Forward Suctions* How are they protected *wood casings*  
 hat pipes pass through the deep tanks *yes* Have they been tested as per Rule *yes*  
 e all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times *yes*  
 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  
 nartment to another *yes* Is the Shaft Tunnel watertight *yes* Is it fitted with a watertight door *yes* worked from *yes*

AIN BOILERS, &c.—(Letter for record *(S)*) Total Heating Surface of Boilers *1986* Sq. feet *yes*  
 Forced Draft fitted *no* No. and Description of Boilers *one single ended 158* Working Pressure *210 lbs.*  
 S A REPORT ON MAIN BOILERS NOW FORWARDED? *yes*  
 S A DONKEY BOILER FITTED? *no* If so, is a report now forwarded? *yes*

LAN'S. Are approved plans forwarded herewith for Shafting *yes* Main Boilers *yes* Auxiliary Boilers *yes* Donkey Boilers *yes*  
 (If not state date of approval)  
 Superheaters *yes* General Pumping Arrangements *yes* Oil fuel Burning Piping Arrangements *yes*

FARE GEAR. State the articles supplied:—*2 Bolts & nuts for top ends, bottom ends &*  
*main bearings. Set of coupling bolts & nuts. Set of air, fuel and*  
*life pump valves. Main & donkey check valves & seats. Safety*  
*valve spring. Set of springs for donkey pumps. Spring for each*  
*escape valve fitted. Impeller shaft for circulating pump.*  
*worked bolts & nuts, & iron of various sizes.*

The foregoing is a correct description,

For AMOS &amp; SMITH LTD.

Manufacturer.

MANAGER.

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Lloyd's Register  
Foundation



1919.  
During progress of work in shops - - - July 4. 8. 18. Aug 7. 12. 15. 29. 30. Sept 14. 9. 25. Oct 4. 19. 23. 28. 30.  
Nov 4. 11. 14. 19. 20. 23. 23. 25. 26. 27.  
During erection on board vessel - - -  
Total No. of visits 26.

Dates of Examination of principal parts—Cylinders 19. 10. 29 Slides 13. 10. 29 Covers 19. 10. 29  
Pistons 23. 10. 29 Piston Rods 19. 10. 29 Connecting rods 19. 10. 29  
Crank shaft 4. 10. 29 Thrust shaft 15. 8. 29 Intermediate shafts ✓  
Tube shaft ✓ Screw shaft 4. 9. 29 Propeller 4. 9. 29  
Stern tube 4. 9. 29 Engine and boiler seatings 25. 11. 29 Engines holding down bolts 25. 11. 29  
Completion of fitting sea connections { 9. 10. 29  
Completion of pumping arrangements { 21. 10. 29 Boilers fixed 25. 11. 29 Engines tried under steam 27. 10. 29  
Main boiler safety valves adjusted 26. 11. 29 Thickness of adjusting washers  $\frac{11}{32}$  &  $\frac{11}{32}$   
Crank shaft material Steel Identification Mark 493 Thrust shaft material Steel Identification Mark 493  
Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark ✓  
Screw shaft, material Steel Identification Mark 493 Steam Pipes, material S.A. 44pp Test pressure 420 lb Date of Test 23. 11. 29  
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  
Is this machinery duplicate of a previous case Yes If so, state name of vessel Orsino

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery of this vessel has been built under special survey & the materials and workmanship are sound & good. It has been satisfactorily fitted on board, tried under working conditions & found in good order. It is eligible in my opinion to be recorded of + L.M.C. 11. 29.

Survey reports were sent with report on sister vessel, Sg. T. Orsino.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 11. 29. CL.

J. B. 3/12/29

The amount of Entry Fee ... £ 3 : 0 :  
Special ... £ 27 : 15 :  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :  
When applied for, Dec. 29.  
When received, 4. 12. 29.

John H. Mackintosh  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

FRI. 6 DEC 1929

+ L.M.C. 11. 29. CL.

CERTIFICATE WRITTEN.



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