

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

Writing Report 4-10-1929 When handed in at Local Office 4-10-1929 Port of Aberdeen
 Survey held at Aberdeen Date, First Survey 1-5-29 Last Survey 25-9-1929
 on the steam trawler "STRATHALBYN." (Number of Visits 21)
 at Aberdeen By whom built Hall, Russell & Co. Ltd. Yard No. 701 Tons { Gross 217.65
 { Net 93.44
 when built 1929
 made at Aberdeen By whom made Hall, Russell & Co. Ltd. Engine No. 701 when made 1929
 made at Aberdeen By whom made Hall, Russell & Co. Ltd. Boiler No. 701 when made 1929
 rated Horse Power 75 Owners Aberdeen S.T. & F. Co. Ltd. Port belonging to Aberdeen
 Horse Power as per Rule 75 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 for which Vessel is intended Fishing.

Engines, &c.—Description of Engines Triple Expansion. Revs. per minute 112
 of Cylinders 12 Length of Stroke 23" No. of Cylinders 3 No. of Cranks 3
 shaft, dia. of journals as per Rule 6.35 Crank pin dia. 6.75 Crank webs Mid. length breadth 10.5 Thickness parallel to axis 4.75
 as fitted 6.75 Mid. length thickness 4.75 Thickness around eye-hole 2.78
 Intermediate Shafts, diameter as per Rule 6.05 Thrust shaft, diameter at collars as per Rule 6.35
 as fitted 6.5 as fitted 6.75
 Shafts, diameter as per Rule 6.75 Is the tube shaft fitted with a continuous liner yes
 as fitted 7.5 as fitted 7.5
 Liners, thickness in way of bushes as per Rule .5 Thickness between bushes as per Rule .375 Is the after end of the liner made watertight in the
 as fitted .5625 as fitted .375
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner one length
 If so, state type yes Is an approved Oil Gland or other appliance fitted at the after end of the tube
 Length of Bearing in Stern Bush next to and supporting propeller 2-6
 Pitch 11-6 No. of Blades 4 Material C.I. whether Moveable no Total Developed Surface 29 sq. feet
 Pumps worked from the Main Engines, No. one Diameter 2 7/8 Stroke 12" Can one be overhauled while the other is at work yes
 Pumps worked from the Main Engines, No. one Diameter 2 7/8 Stroke 12" Can one be overhauled while the other is at work yes
 No. and size One 5 1/4 x 3 1/2 x 5 horizontal duplex Pumps connected to the Main Bilge Line No. and size One 5 1/4 x 3 1/2 x 5 horizontal duplex
 How driven Steam How driven Steam
 Lubricating Oil Pumps, including Spare Pump, No. and size none
 independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary
 Pumps;—In Engine and Boiler Room Two 2" dia.
 One 2" dia from slush well.

Water Circulating Pump Direct Bilge Suctions, No. and size One @ 3" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 size One 2" ejector Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes
 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 strum boxes
 Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks both
 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
 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
 Pipes pass through the bunkers forward suction How are they protected wood casing
 pipes pass through the deep tanks yes Have they been tested as per Rule yes
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes
 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
 to another yes Is the Shaft Tunnel watertight yes Is it fitted with a watertight door worked from

BOILERS, &c.—(Letter for record yes) Total Heating Surface of Boilers 1350 sq. ft.
 Draft fitted no No. and Description of Boilers One S.E. main Working Pressure 180 lb. sq. in.
 REPORT ON MAIN BOILER NOW FORWARDED? yes
 DONKEY BOILER FITTED? yes If so, is a report now forwarded? yes

Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers no Donkey Boilers no
 (If not state date of approval)
 General Pumping Arrangements yes Oil fuel Burning Piping Arrangements no

RE GEAR. State the articles supplied:— Two top end bolts & nuts, 2 bottom end
bolts & nuts, 2 main bearing bolts, one set of coupling bolts,
set of feed & bilge pump valves, a quantity of bolts & nuts & iron of
various sizes, one set of circulating pump valves, 1 set of air
pump valves, 1 main feed check valve, 1 donkey feed check valve,
1 safety valve spring.

The foregoing is a correct description,
 FOR HALL, RUSSELL & CO., LTD.

James L. Hunter DIRECTOR,

Manufacturer.



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Lloyd's Register
 Foundation

003391-003400-0101

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - -

Total No. of visits

1929. May. 1. 9. 21. 29. June. 13. 20. 22. 26. July 4. 11. 25. Aug. 2. 9

1929. Aug. 20. 29. Sept. 2. 3. 11. 20. 25.

21.

Dates of Examination of principal parts—Cylinders 20-6-29 Slides 4-7-29 Covers 20-6-29
Pistons 4-7-29 Piston Rods 4-7-29 Connecting rods 4-7-29
Crank shaft 17-5-29 Thrust shaft 20-6-29 Intermediate shafts 20-6-29
Tube shaft ✓ Screw shaft 9-8-29 Propeller 9-8-29
Stern tube 9-8-29 Engine and boiler seatings 20-8-29 Engines holding down bolts 2-9-29
Completion of fitting sea connections 20-8-29
Completion of pumping arrangements 11-9-29 Boilers fixed 2-9-29 Engines tried under steam 25-9-29
Main boiler safety valves adjusted 11-9-29 Thickness of adjusting washers P $\frac{7}{16}$ S $\frac{13}{32}$
Crank shaft material Steel Identification Mark 319 J.H. Thrust shaft material Steel Identification Mark 320
Intermediate shafts, material Steel Identification Marks 321 P.F. Tube shaft, material ✓ Identification Mark -
Screw shaft, material Iron Identification Mark 322 A. P.F. Steam Pipes, material S.D. Copper Test pressure 360 lbs Date of Test 29
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 ✓
Is this machinery duplicate of a previous case Yes If so, state name of vessel "Strathlyon" abn Rpt No.

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

The machinery of this vessel has been constructed under special survey in accordance with the approved plans & the Rules of this Society. The materials & workmanship are good. The machinery has been efficiently installed on board the vessel, tried under working conditions & found good. The machinery is eligible in my opinion to have the record -1-Lmc 9-29. C.L. in the Register Book.

It is submitted that this vessel is eligible for THE RECORD. + LMC 9.29 CL

P. Fitzgerald. 7/10/29

The amount of Entry Fee ... £ 2 : - : - When applied for, 4-10-1929
Special ... £ 18 : 15 : -
Donkey Boiler Fee ... £ : : :
Travelling Expenses (if any) £ : : : 5-10-1929

TUE. 8 OCT 1929

Committee's Minute

Assigned

P. Fitzgerald. 7/10/29
Engineer Surveyor to Lloyd's Register of Shipping



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