

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

-6 MAR 1934

Date of writing Report 26. 2. 1934. When handed in at Local Office 26. 2. 1934 Port of MIDDLESBROUGH.
 No. in Survey held at SOUTH BANK. Date, First Survey 16 Nov/33 Last Survey 24. 2. 1934.
 Reg. Book. on the steam trawler 'BRIMNES' (Number of Visits)
 Built at South Bank. By whom built Smiths Dock Co. Ltd. Yard No. 965. When built 1934.
 Engines made at do. By whom made do. Engine No. 428 When made 1934.
 Boilers made at W. Hartlepool By whom made Richardsons, Westgarth Boiler No. 228. When made 1933.
 Registered Horse Power Owners Oddsson & Co Ltd. Port belonging to Hull.
 Nom. Horse Power as per Rule 126.7 Is Refrigerating Machinery fitted for cargo purposes no. Is Electric Light fitted Yes.
 Trade for which Vessel is intended Fishing

GINES, &c.—Description of Engines Triple Expansion Revs. per minute 130.
 Dia. of Cylinders 13 1/2" 22 1/2" 39" Length of Stroke 26" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 7 7/8" Crank pin dia. 8" Crank webs Mid. length breadth 11 1/2" Thickness parallel to axis 4 7/8"
 as fitted 7 7/8" Mid. length thickness 4 7/8" Thickness around eye-hole 3 1/2"
 Intermediate Shafts, diameter as per Rule 7 3/4" Thrust shaft, diameter at collars as per Rule 7 7/8"
 as fitted 7 1/2" as fitted 7 7/8"
 Main Shafts, diameter as per Rule 8.18" Is the screw shaft fitted with a continuous liner Yes
 as fitted 8 1/2" as fitted 8 1/2"
 Bronze Liners, thickness in way of bushes as per Rule 3/16" Thickness between bushes as per Rule 9/16" Is the after end of the liner made watertight in the
 as fitted 9/16" as fitted 9/16" 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
 Propeller, dia. 9' 9" Pitch 10' 3" No. of Blades 4 Material C.I. whether Moveable no. Length of Bearing in Stern Bush next to and supporting propeller 3' 3"
 Total Developed Surface 38 1/2 sq. feet
 Bilge Pumps worked from the Main Engines, No. 1 Diameter 3" Stroke 13 1/2" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 1 Diameter 3" Stroke 13 1/2" Can one be overhauled while the other is at work Yes
 Bilge Pumps { No. and size 1-6" x 3 1/2" x 6" Duplex Pumps connected to the { No. and size 1-6" x 4" x 6" Duplex.
 How driven STEAM Main Bilge Line How driven STEAM
 Ballast Pumps, No. and size 2-2" Lubricating Oil Pumps, including Spare Pump, No. and size 2-2"
 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 2-2" In Holds, &c. 1-2" FOR STORE; 2-2 1/2" SLUDGE TANKS.
 Pump Room

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-4" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 1-2 1/2" EJECTOR. 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 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 Which & Winter Steam pipes. How are they protected Lagging & wood casing.
 What pipes pass through the deep tanks Yes. 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 none. Is it fitted with a watertight door Yes. worked from Yes.

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2335 Working Pressure 225 lbs.
 Is Forced Draft fitted no. No. and Description of Boilers 1873.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes.
 IS A DONKEY BOILER FITTED? no. If so, is a report now forwarded? Yes.
 Is the donkey boiler intended to be used for domestic purposes only Yes.
 PLANS. Are approved plans forwarded herewith for Shafting Yes. Main Boilers Auxiliary Boilers Donkey Boilers Yes.
 Superheaters Yes. General Pumping Arrangements T. 3. 33. 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 1 C.I. propeller; 1 safety valve opening; 1 opening for each escape valve;
 1 main & 1 donkey check valve lid; 1 oct air pump valves; 6 piston bolts & nuts; 3 boiler &
 3 condenser tubes.

The foregoing is a correct description,

Manufacturer.

003679-003686-0036

FOR SMITH'S DOCK CO. LTD.



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Lloyd's Register
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1933: Oct 11, 20 Nov. 16, 21, 29 Dec 4, 8, 13, 19, 24 1934: Jan 5-9
 During progress of work in shops -- }
 10, 12, 15, 16, 17, 18, 22, 23, 24, 25 - Feb 1
 Dates of Survey while building }
 During erection on board vessel --- }
 Feb 7, 9, 13, 15, 22, 23, 24
 Total No. of visits 30

Dates of Examination of principal parts—Cylinders 30. 10. 33 Slides 30. 10. 33 Covers 30. 10. 33
 Pistons 13. 11. 33. Piston Rods 21. 11. 33 Connecting rods 21. 11. 33
 Crank shaft 30. 10. 33. Thrust shaft 13. 10. 33 Intermediate shafts 13. 10. 33.
 Tube shaft ✓ Screw shaft 13. 10. 33. Propeller 27. 11. 33.
 Stern tube 19. 12. 33. Engine and boiler seatings 23. 1. 34. Engines holding down bolts 7. 2. 34

Completion of fitting sea connections 1. 2. 34.
 Completion of pumping arrangements 23. 2. 34. Boilers fixed 7. 2. 34. Engines tried under steam 15. 2. 34.

Main boiler safety valves adjusted 15. 2. 34 Thickness of adjusting washers both $\frac{11}{32}$ " Superheaters $\frac{23}{64}$ "
 Crank shaft material S.M. Steel Identification Mark 1310.33 C.R.R. Thrust shaft material S.M. Steel Identification Mark 1310.33 C.R.R.

Intermediate shafts, material S.M. Steel Identification Marks 1310.33 C.R.R. Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material S.M. Steel Identification Mark 1310.33 C.R.R. Steam Pipes, material Steel Test pressure 67 lbs. Date of Test 13. 2. 34

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 ✓

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 Yes (main engine). If so, state name of vessel "ARSENAL"

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

The materials and workmanship are good.

This machinery has been built under special survey in accordance with the Rules and approved Plans. It has been securely fitted aboard and tested with satisfactory results under steam and is, in my opinion, eligible for classification with Cond + L.M.C. 2. 34.

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

The amount of Entry Fee ... £ 3-0-0 ✓ When applied for,
 Special Less Boiler ... £ 16-3-0 ✓ 5. 3. 1934
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : : 11/5/34 ✓

P. J. McA.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **FRI, 9 MAR 1934**

FRI, 27 APR 1934

Assigned Lamb. 2. 34

CERTIFICATE WRITTEN



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