

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

17 DEC 1934

Date of writing Report 10.12.34, When handed in at Local Office 12.12.34 Port of MIDDLESBROUGH.  
 No. in Survey held at SOUTH BANK. Date, First Survey 28 Aug Last Survey 11.12.1934.  
 Reg. Book. on the steam trawler "JEAN EVA" (Number of Visits) Tons { Gross 422 Net 161.  
 Built at SOUTH BANK. By whom built Messrs. Smiths Dock Co. Ltd. Yard No. 977. When built 1934.  
 Engines made at do. By whom made do. Engine No. 440 When made 1934.  
 Boilers made at Hartlepool By whom made Richardsons, Westgarth & Co. Boiler No. D. 240 When made 1934.  
 Registered Horse Power Owners Consolidated Fisheries Ltd. Port belonging to Grimsby  
 Nom. Horse Power as per Rule 125.8 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted Yes.  
 Trade for which Vessel is intended Fishing.

**ENGINES, &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 7.74" as per Rule 7.74" Crank pin dia. 8" Crank webs Mid. length breadth 11 1/2" Thickness parallel to axis 4.76"  
 as fitted 7.74" Mid. length thickness 4.76" Thickness around eye-hole 3 1/2"  
 Intermediate Shafts, diameter as per Rule 7.37" Thrust shaft, diameter at collars as per Rule 7.74"  
 as fitted 7 1/2" as fitted 7 1/2"  
 Tube Shafts, diameter as per Rule 8.18" Is the tube shaft fitted with a continuous liner Yes.  
 as fitted 8 1/2" as fitted 8 1/2" as fitted 8 1/2"  
 Screw Shaft, 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 64/16" Thickness between bushes as per Rule 9" 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 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 shaft no If so, state type no Length of Bearing in Stern Bush next to and supporting propeller 3'-6"  
 Propeller, dia. 9'-10" Pitch 10'-0" No. of Blades 4. Material C.I. whether Moveable no. Total Developed Surface 35 1/2 sq. feet  
 Feed 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.  
 Feed Pumps { No. and size 1-6" x 3 1/2" x 6", 1-6" x 4" x 6" Pumps connected to the { No. and size 1-6" x 4" x 6" & EJECTOR.  
 How driven DUPLEX STEAM. Main Bilge Line How driven STEAM.  
 Ballast Pumps, No. and size 1-6" x 4" x 6" Lubricating Oil Pumps, including Spare Pump, No. and size no.  
 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 Pump Room no. In Holds, &c. 2-2 1/2" 6 SLUDGE TANKS; 1-2" 16 FOR STORE.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-4 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-2 1/2" 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 Steam to winch & windlass, wash dec. How are they protected lagged & Steel casing  
 What pipes pass through the deep tanks no. 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 no. worked from no.

**MAIN BOILERS, &c.**—(Letter for record S.) Total Heating Surface of Boilers 2310 sq. ft.  
 Is Forced Draft fitted no. No. and Description of Boilers 1 S.B. Working Pressure 225 lbs.  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes.  
 IS A DONKEY BOILER FITTED? no. If so, is a report now forwarded? no.  
 Is the donkey boiler intended to be used for domestic purposes only no.

**PLANS.** Are approved plans forwarded herewith for Shafting 2.5.34 Main Boilers no. Auxiliary Boilers no. Donkey Boilers no.  
 Superheaters 30 3.33. General Pumping Arrangements 7.3.33 Oil fuel Burning Piping Arrangements no.

**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 spring, 1 spring for each escape valve, 1 main & 1 donkey check valve lid, 1 oct air pump valve, 6 piston bolts & nuts.

The foregoing is a correct description,

Manufacturer.

FOR SMITH'S DOCK COMPANY, LTD



NOTE.—The words which do not apply should be deleted.

18/12/34

Dates of Survey while building

During progress of work in shops -- 1934: Aug 28. Sept 12. 21. 28 Oct 9. 15. 24. 29 Nov. 5. 8

During erection on board vessel -- 9. 13. 16. 22. 27. 28 Dec 3. 5. 10. 11

Total No. of visits

Dates of Examination of principal parts—Cylinders 9. 11. 34 Slides 9. 11. 34 Covers 9. 11. 34

Pistons 8. 11. 34 Piston Rods 5. 11. 34 Connecting rods 5. 11. 34

Crank shaft 5. 11. 34 Thrust shaft 9. 10. 34 Intermediate shafts 9. 10. 34

Tube shaft ✓ Screw shaft 9. 10. 34 Propeller 5. 11. 34

Stern tube 5. 11. 34 Engine and boiler seatings 8. 11. 34 Engines holding down bolts 27. 11. 34

Completion of fitting sea connections 8. 11. 34

Completion of pumping arrangements 5. 12. 34 Boilers fixed 27. 11. 34 Engines tried under steam 5. 12. 34

Main boiler safety valves adjusted 5. 12. 34 Thickness of adjusting washers Port, Stan. 5/16 Superheater 11"

Crank shaft material S.M. Steel Identification Mark <sup>LLOYDS No 1832</sup> CRR 9. 10. 34 Thrust shaft material S.M. Steel Identification Mark <sup>LLOYDS No 1834</sup> CRR 9. 10. 34

Intermediate shafts, material S.M. Steel Identification Marks <sup>LLOYDS No 1833</sup> CRR 9. 10. 34 Tube shaft, material ✓ Identification Mark ✓

Screw shaft, material S.M. Steel Identification Mark <sup>LLOYDS No 1835</sup> CRR 9. 10. 34 Steam Pipes, material Steel Test pressure 67 lbs. Date of Test 26. 11. 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 If so, state name of vessel PRESTON NORTH END ✓

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 record + L.M.C. 12 3/4.

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

The amount of Entry Fee ... £ 3-0-0

Special <sup>LASS BOILER</sup> ... £ 16-2-0

Donkey Boiler Fee ... £ :

Travelling Expenses (if any) £ :

When applied for, 15. 12. 1934

When received, 5. 2. 35

P. J. McA...

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

FRI, 21 DEC 1934

+ Lamb. 12. 34

CERTIFICATE WRITTEN.

