

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report

24 10 30

When handed in at Local Office

2 April 1930 Port of

3 APR 1930

No. in Survey held at

Hull

Date, First Survey

29 Aug 1929

Last Survey

27 March 1930

Reg. Book.

11018 on the Steam Trawler "FYLDEA"

(Number of Visits)

Gross 555.33

Net 40.49

Built at

Selby

By whom built

Cochrane & Sons Ltd

Yard No.

1072

When built

1930

Engines made at

Hull

By whom made

Amos & Smith Ltd

Engine No.

599

when made

1930

Boilers made at

Hull

By whom made

do

Boiler No.

599

when made

1930

Registered Horse Power

Owners

J. H. & Sons Ltd

Port belonging to

Hullwood

Nom. Horse Power as per Rule

94

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Yes

Trade for which Vessel is intended

Fishing

ENGINES, &c.—Description of Engines

Triple Expansion

Revs. per minute

Dia. of Cylinders

13. 22 1/4 37

Length of Stroke

26

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule 7.2

as fitted 7.2

Crank pin dia.

7.2

Crank webs

Mid. length breadth

4 1/4

shrink

Thickness parallel to axis

4 1/4

Intermediate Shafts, diameter

as per Rule 6.9

as fitted 6.9

Thrust shaft, diameter at collars

as per Rule 7.2

as fitted 7.2

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 7.4

as fitted 7.4

Is the tube screw shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule 2 1/2

as fitted 2 1/2

Thickness between bushes

as per Rule 2 1/2

as fitted 2 1/2

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

If so, state type

Yes

Length of Bearing in Stern Bush next to and supporting propeller

38 3/4

Propeller, dia.

10 1/2

Pitch

10 1/2

No. of Blades

4

Material

CS

whether Moveable

No

Total Developed Surface

38

sq. feet

Feed Pumps worked from the Main Engines, No.

One

Diameter

27 1/8

Stroke

13

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No.

One

Diameter

27 1/8

Stroke

13

Can one be overhauled while the other is at work

Yes

Feed Pumps

No. and size

One 6 x 8 x 6

Pumps connected to the

Main Bilge Line

No. and size

One 6 1/4 x 4 1/4 x 6

and Ejector

How driven

Steam

Ballast Pumps, No. and size

Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler

Bilge Pumps;—In Engine and Boiler Room

2 @ 2 1/2

In Holds, &c.

4 @ 2 1/2

Main Water Circulating Pump Direct Bilge Suctions, No. and size

One 3 1/2

No. and size

One 3" 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

Forward Suctions

How are they protected

Wood casing

What pipes pass through the deep tanks

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

Yes

Is it fitted with a watertight door

Yes

worked from

MAIN BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers

1725 sq. feet

Is Forced Draft fitted

No

No. and Description of Boilers

One Single ended

Working Pressure

200 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes

IS A DONKEY BOILER FITTED?

Yes

PLANS.

Are approved plans forwarded herewith for Shafting

Yes

Main Boilers

Yes

Auxiliary Boilers

Yes

Donkey Boilers

Yes

Superheaters

Yes

General Pumping Arrangements

Yes

Oil fuel Burning Piping Arrangements

Yes

SPARE GEAR.

State the articles supplied:—

2 Bolts & nuts for top ends, bottom ends and

main bearings

Set of coupling bolts & nuts.

Feed, bilge and air

pump valves.

Safety valve spring.

Feed, bilge and air

Feed pump cam & flange.

Circ. pump impeller & spindle

Bolts & nuts of various sizes.

The foregoing is a correct description,

For AMOS & SMITH LTD.

Manufacturer.



© 2021

Lloyd's Register Foundation

003742-003749-0090

During progress of work in shops -- 1929. Aug 29. Sept 7. Oct 23. Nov 20. 25. Dec 6. 13. 14. 19. 23. 1930. Jan 6. 9. 23. Feb 6. 10. 12. 14. 20. Mar 19. 19. 22. 26. 27. 1931.
Dates of Survey while building During erection on board vessel --
Total No. of visits 23.

Dates of Examination of principal parts—Cylinders 23.1.30 Slides 23.1.30 Covers 23.1.30
Pistons 23.1.30 Piston Rods 23.12.29 Connecting rods 23.12.29
Crank shaft 23.12.29 Thrust shaft 23.10.29 Intermediate shafts ✓
Tube shaft ✓ Screw shaft 6.12.29 Propeller 6.12.29
Stern tube 6.12.29 Engine and boiler seatings 26.3.30 Engines holding down bolts 26.3.30
Completion of fitting sea connections 4.2.30.
Completion of pumping arrangements 27.3.30 Boilers fixed 26.3.30 Engines tried under steam 27.3.30
Main boiler safety valves adjusted 27.3.30 Thickness of adjusting washers $\frac{11}{32}$ & $\frac{11}{32}$
Crank shaft material Steel Identification Mark Lloyd's 531 Thrust shaft material Steel Identification Mark Lloyd's 531
Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark
Screw shaft, material Steel Identification Mark Lloyd's 531 Steam Pipes, material S.C. Copper Test pressure 400 lb. Date of Test 22.3.30
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 ✓ 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 Binemar

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 have record of + L.M.C. 3.30 C.L.

The foregoing reports enclosed refer also to Engine No 600 & be reported shortly.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 3.30 C.L.

J. J. 4/4/30

The amount of Entry Fee ... £ 2 : 0 : When applied for, 2 April 1930
Special ... £ 24 : 5 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : : When received, 5/4/30

John Shackleton
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned
TUE. 8 APR 1930
+ L.M.C. 3.30 C.L.