

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 24<sup>th</sup> 1930 When handed in at Local Office 2 April 1930 Port of London 3 APR 1930

No. in Survey held at Hull Date, First Survey 29 Aug 1929 Last Survey 27 March 1930  
 Reg. Book. 11078 on the Steam Trawler "FYLDEA" (Number of Visits 23)

Built at Selby By whom built Cochrane & Sons Ltd Yard No. 1072 Tons { Gross 555.33  
 Net 140.49  
 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 Flitwood

Nom. Horse Power as per Rule 94 Is Refrigerating Machinery fitted for cargo purposes  Is Electric Light fitted

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 36 No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals 7.2 Crank pin dia. 7 1/2 Crank webs Mid. length breadth 1 1/2 Thickness parallel to axis 4 1/2  
 as fitted 7 1/2 Mid. length thickness 4 1/2 Thickness around eye-hole 3 1/2

Intermediate Shafts, diameter as per Rule \_\_\_\_\_ as fitted 6.9 Thrust shaft, diameter at collars as per Rule 7.2  
 as fitted \_\_\_\_\_ as fitted 7 1/2

Tube Shafts, diameter as per Rule \_\_\_\_\_ as fitted \_\_\_\_\_ Screw Shaft, diameter as per Rule 7.4 Is the { tube } shaft fitted with a continuous liner { Yes  
 as fitted \_\_\_\_\_ as fitted 8 1/2 { screw } \_\_\_\_\_

Bronze Liners, thickness in way of bushes as per Rule \_\_\_\_\_ as fitted 3/16 Thickness between bushes as per Rule \_\_\_\_\_ as fitted 3/16 Is the after end of the liner made watertight in the propeller boss  If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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

If two liners are fitted, is the shaft lapped or protected between the liners  Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft  If so, state type \_\_\_\_\_ Length of Bearing in Stern Bush next to and supporting propeller 38 3/8

Propeller, dia. 10.3 Pitch 10.72 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 2 7/8 Stroke 13 Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. One Diameter 2 7/8 Stroke 13 Can one be overhauled while the other is at work

Feed Pumps { No. and size One 6 x 8 x 6 Pumps connected to the { No. and size One 6 1/2 x 4 1/4 x 6 and Ejector  
 How driven Steam Main Bilge Line { 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  Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 2 @ 2  
 In Holds, &c. 4 @ 2

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 3 1/2 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One 3" Ejector Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

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

Are all Sea Connections fitted direct on the skin of the ship  Are they fitted with Valves or Cocks Both

Are they fitted sufficiently high on the ship's side to be seen without lifting the stokehold plates  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  Are the Blow Off Cocks fitted with a spigot and brass covering plate

What Pipes pass through the bunkers Forward Suctions How are they protected Wood Casings

What pipes pass through the deep tanks \_\_\_\_\_ Have they been tested as per Rule

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

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  Is the Shaft Tunnel watertight  Is it fitted with a watertight door \_\_\_\_\_ 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?

IS A DONKEY BOILER FITTED?  If so, is a report now forwarded? \_\_\_\_\_

**PLANS.** Are approved plans forwarded herewith for Shafting \_\_\_\_\_ Main Boilers  Auxiliary Boilers \_\_\_\_\_ Donkey Boilers \_\_\_\_\_  
 (If not state date of approval)

Superheaters  General Pumping Arrangements  Oil fuel Burning Piping Arrangements \_\_\_\_\_

**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. Main & donkey check valves & seats  
Feed pump cam & gland. Circ. pump impeller & spindle  
Bolts & nuts of various sizes.

The foregoing is a correct description,  
 For AMOS & SMITH LTD.

*[Signature]*  
 MANAGER.

Manufacturer.



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 Foundation

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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.

Dates of Survey while building During erection on board vessel -- 23. Feb 6. 10. 12. 14. 20. Mar 19. 19. 22. 26. 27.

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 *Logos 531* Thrust shaft material Steel Identification Mark *Logos 531*

Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark

Screw shaft, material Steel Identification Mark *Logos 531* Steam Pipes, material S.Copper Test pressure 400 Lbs. 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 forging 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 ... When received, 5/4/30*

*Donkey Boiler Fee ... £ : : ...*

*Travelling Expenses (if any) £ : : ...*

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

The amount of Entry Fee ... £ 2 : 0

Special ... £ 24 : 5

Donkey Boiler Fee ... £ : :

Travelling Expenses (if any) £ : :

Committee's Minute

Assigned

TUE. 8 APR 1930

+ L.M.C. 3.30 C.L.

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

CERTIFICATE WRITTEN

