

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

15 OCT 1929

Date of writing Report 14. 10. 29 When handed in at Local Office 14 Oct 1929 Port of Hull

No. in Survey held at Hull

Date, First Survey 17 July

Last Survey 8 Oct 1929

Reg. Book.

17305 on the Steam Trawler "STALBERG"

(Number of Visits 10)

Gross 357.53

Net 152.69

Built at Selby By whom built Cochrane & Sons Ltd.

Yard No. 1054

When built 1929

Engines made at Hull

By whom made Cochrane & Sons Ltd.

Engine No. 1364

when made 1929

Boilers made at Hull

By whom made do.

Boiler No. 1364

when made 1929

Registered Horse Power 103

Owner Consolidated Fisheries Ltd

Port belonging to Grimsby

Nom. Horse Power as per Rule 103

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

Dia. of Cylinders 13 1/2" 24" 39" Length of Stroke 24" No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals as per Rule 4.6

Crank pin dia. 4 3/4"

Crank webs

Mid. length breadth 14 1/2"

Thickness parallel to axis

as fitted 4.75

4.2

Mid. length thickness 5"

Thickness around eye-hole 3 1/2"

Intermediate Shafts, diameter as per Rule 4 1/2"

4 1/2"

Thrust shaft, diameter at collars as per Rule 4 1/2"

4 1/2"

as fitted 4 1/2"

4 1/2"

as fitted 4 1/2"

4 1/2"

Screw Shafts, diameter as per Rule 8.0

8.0

Is the tube screw shaft fitted with a continuous liner Yes

Yes

as fitted 8.0

8.0

as fitted 8.0

8.0

Bronze Liners, thickness in way of bushes as per Rule 7/16"

7/16"

Thickness between bushes as per Rule 5/32"

5/32"

as fitted 7/16"

7/16"

as fitted 5/32"

5/32"

Propeller boss Yes

Yes

Is the after end of the liner made watertight in the

Yes

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

Yes

Is an approved Oil Gland or other appliance fitted at the after

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

Is the after end of the liner made watertight in the

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

Yes

End of the tube shaft

Yes

Is an approved Oil Gland or other appliance fitted at the after

Yes

Propeller, dia. 10'0"

Pitch 11'1 1/2"

No. of Blades 4

Material CS

whether Moveable No

Total Developed Surface 36

sq. feet

Feed Pumps worked from the Main Engines, No. One

Diameter 2 3/4"

Stroke 15"

Can one be overhauled while the other is at work

Yes

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No. One

Diameter 2 3/4"

Stroke 15"

Can one be overhauled while the other is at work

Yes

Can one be overhauled while the other is at work

Yes

Feed Pumps No. and size 6" x 3 1/2" x 6"

How driven Steam

Pumps connected to the Main Bilge Line

No. and size 6" x 4 1/2" x 6"

How driven Steam

3" Ejector

Yes

Ballast Pumps, No. and size

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

No. and size

How driven

Steam

Yes

Yes

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

Yes

Suctions, connected to both Main Bilge Pumps and Auxiliary

Yes

Bilge Pumps;—In Engine and Boiler Room

Two @ 2" dia

One @ 2" dia

(One to W. Ballast)

Yes

Yes

Yes

In Holds, &c.

Yes

Yes

Yes

Yes

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 3 3/4"

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 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

That Pipes pass through the bunkers Inward Suctions

How are they protected Wood casings

That 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 worked from Yes

Total Heating Surface of Boilers 1450 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? No

If so, is a report now forwarded? Yes

Are approved plans forwarded herewith for Shafting Main Boilers Yes

Auxiliary Boilers Yes

Donkey Boilers Yes

Superheaters 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. Set of fuel and

oil pump valves + seats. Set of air pump valves.

Main + donkey check valves + seats. Safety valve spring.

Bolted bolts + nuts, + iron of various sizes

The foregoing is a correct description,

Manufacturer.



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003846-003857-0268

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - -

Total No. of visits

1929

July 17. 26. 29. 31. Aug 1. 7. 24. 29. 31. Sept 2. 9. 10. 13. 18. 19. 25. 30. 30. Oct 3. 8.

Dates of Examination of principal parts—Cylinders

19. 9. 29

Slides

9. 9. 29

Covers

19. 9. 29

Pistons

9. 9. 29

Piston Rods

19. 9. 29

Connecting rods

19. 9. 29

Crank shaft

9. 9. 29

Thrust shaft

9. 9. 29

Intermediate shafts

9. 9. 29

Tube shaft

Screw shaft

17. 7. 29

Propeller

17. 7. 29

Stern tube

17. 7. 29

Engine and boiler seatings

30. 9. 29

Engines holding down bolts

30. 9. 29

Completion of fitting sea connections

1. 8. 29

Completion of pumping arrangements

8. 10. 29

Boilers fixed

30. 9. 29

Engines tried under steam

8. 10. 29

Main boiler safety valves adjusted

8. 10. 29

Thickness of adjusting washers

F 13/32 A 1/8

Crank shaft material

Steel

Identification Mark

Stamps 461

Thrust shaft material

Steel

Identification Mark

Stamps 461

Intermediate shafts, material

Steel

Identification Marks

Stamps 461

Tube shaft, material

Steel

Identification Mark

Stamps 461

Screw shaft, material

Steel

Identification Mark

Stamps 461

Steam Pipes, material

S.S. Copper

Test pressure

400 lbs

Date of Test

30. 9. 29

Is an installation fitted for burning oil fuel

✓

Is the flash point of the oil to be used over 150°F.

✓

Have the requirements of the Rules for carrying and burning oil fuel been complied with

✓

Is this machinery duplicate of a previous case

No

If so, state name of vessel

"Hekla"

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 + Dec. 10. 29 C.L.

It is submitted that this record is suitable for THE RECORD.

+ Dec 10. 29 C.L.

J. H. Mackintosh

Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee

£ 3 : 0 : 0

When applied for,

Special

£ 25 : 15 : 0

14 Oct 1929

Donkey Boiler Fee

£ : : 0

When received,

Travelling Expenses (if any)

£ : : 0

2. 11. 29

Committee's Minute

FRI. 18 OCT 1929

CERTIFICATE WRITTEN

Assigned

+ Dec 10. 29 C.L.



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