

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report

19

When handed in at Local Office

5 FEB 1948

Port of

HULL.

Received at London Office

6 FEB 1948

No. in Survey held at

Hull.

Date, First Survey

6. 6. 47.

Last Survey

26. 1.

19 48.

Reg. Book.

(Number of Visits

33.)

16693 on the Steam Trawler "MARGARET WICKS".

Built at

Beverley

By whom built Cook, Welton & Gemmell Ltd.

Yard No.

789

Tons { Gross 365

Net

When built 1948

Engines made at

Hull

By whom made Chas. D. Holmes & Co. Ltd.

Engine No.

1756

When made 1948

Boilers made at

-do-

By whom made

-do-

Boiler No.

1756

When made 1948

Registered Horse Power

-

Owners Clifton Steam Trawlers Ltd.

Port belonging to

Fleetwood

Horse Power as per Rule

115.5

MN

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which Vessel is intended

Ocean - going.

ENGINES, &c.—Description of Engines Triple expansion.

Dia. of Cylinders 12 1/2", 21 1/2", 35" Length of Stroke 26" No. of Cylinders 3

Revs. per minute 125

No. of Cranks 3

Crank shaft, dia. of journals as per Rule as fitted 7 3/8" Crank pin dia. 7 3/8"

Crank webs Mid. length breadth 14" Mid. length thickness 4 7/8"

Thickness parallel to axis 4 7/8" Thickness around eye-hole 3.5/16"

Intermediate Shafts, diameter as per Rule as fitted 7 3/8"

Thrust shaft, diameter at collar as per Rule as fitted 7 3/8"

Tube Shafts, diameter as per Rule as fitted -

Screw Shaft, diameter as per Rule as fitted 7 3/8"

Is the { tube } shaft fitted with a continuous liner { Yes

Bronze Liners, thickness in way of bushes as per Rule as fitted 9/16"

Thickness between bushes as per Rule as fitted 15/32"

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

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 tub

shaft - If so, state type

Length of Bearing in Stern Bush next to and supporting propeller 2' 11 1/2"

Propeller, dia. 9' 7 1/2" Pitch 10' 3"

No. of Blades 4

Material C.I.

whether Moveable No

Total Developed Surface 36 sq. feet

Feed Pumps worked from the Main Engines, No. 1

Diameter 2 3/4"

Stroke 14 1/2"

Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. 1

Diameter 2 3/4"

Stroke 14 1/2"

Can one be overhauled while the other is at work

Feed { No. and size 1 - 6"x4 1/2"x6" 1-2 3/4"x14 1/2"

Pumps connected to the

{ No. and size 1 G.S. 6"x4 1/2"x6" 1-2 3/4"x14 1/2"

Pumps { How driven Steam. M.E.

Main Bilge Line

{ How driven

Steam.

M.E.

Ballast Pumps, No. and size G.S. as above.

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 E.R.

1 - 2" to oil gutter in B.R.

In Pump Room

In Holds, &c. 2" suction to for'd store room, main fishroom,

for'd slushwell, spare fishroom, aft slushwell, cofferdam.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 - 3 1/2"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size 1 - 2 1/2" bilge ejector.

Are all the Bilge Suction Pipes in holds and bilges 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 fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

What Pipes pass through the bunkers

What pipes pass through the deep tanks

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 1850 sq. ft.

Which Boilers are fitted with Forced Draft Sole boiler

Which Boilers are fitted with Superheaters

No. and Description of Boilers 1 cyl. multitubular.

Working Pressure 210 lb.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? No

If so, is a report now forwarded?

Can the donkey boiler be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting 14.3.47

Main Boilers 22.12.47

Auxiliary Boilers

Donkey Boilers

Superheaters

General Pumping Arrangements 5.5.47.

Oil fuel Burning Piping Arrangements

30.6.47.

SPARE GEAR.

Has the spare gear required by the Rules been supplied

Yes

State the principal additional spare gear supplied

No major items.

The foregoing is a correct description.

FOR CHARLES D. HOLMES & CO., LTD.

W.R. Evans

Manufacturer.



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Lloyd's Register
Foundation

003895-003905-0100

1947. June 6. Sept 11. 26. Oct 9. 10. 14. 24. 25, Nov. 4. 12. 14. 15. 18. 24. 25. Dec. 2. 4. 5. 11. 17. 22.
During progress of work in shops - - 1948. Jan 9. 15. 17.
Dates of Survey while building
During erection on board vessel - - - 1947. Oct 25. Nov. 1. Dec. 5. 31,
1948. Jan. 1. 5. 20. 23. 26,
Total No. of visits 33.

M.P. & L.P. 24.11.47.
Dates of Examination of principal parts—Cylinders H.P. 15.11.47. Slides 24.11.47. Covers 24.11.47.
Pistons 24.11.47. Piston Rods 24.11.47. Connecting rods 24.11.47.
Crank shaft 4.11.47. Thrust shaft 19.3.47. 26.9.47. Intermediate shafts 14.4.47. 26.9.47.
Tube shaft - Screw shaft 4.3.47. 16.10.47. Propeller 29.10.47.
Stern tube 29.10.47. Engine and boiler seatings 5.12.47. Engines holding down bolts 2.1.48.
Completion of fitting sea connections 27.10.47.
Completion of pumping arrangements 20.1.48. Boilers fixed 5.12.47. Engines tried under steam 26.1.48.
Main boiler safety valves adjusted 20.1.48. Thickness of adjusting washers P. 5/16" S. 1/32".
Crank shaft material S.M. Steel Identification Mark LLOYD'S 9866 CP 26.3.47. SIM Steel Identification Mark LLOYD'S 9608 CP 19.3.47.
Intermediate shafts, material -do- Identification Mark LLOYD'S 9660 CP Thrust shaft material SIM Steel Identification Mark LLOYD'S 9661 CP 14.4.47. DAC 26.9.47.
Screw shaft, material -do- Identification Mark LLOYD'S 9659 CP 14.4.47. DAC 26.9.47. Tube shaft, material - Identification Mark -
Is an installation fitted for burning oil fuel Yes Is the flash point of the oil to be used over 150°F. Yes
Have the requirements of the Rules for the use of oil as fuel been complied with Yes
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 No If so, state name of vessel -

General Remarks (State quality of workmanship, opinions as to class, &c.)
The machinery of this vessel has been constructed and installed under Special Survey in accordance with the Secretary's letters, approved plans and the Rules.
The materials and workmanship are good.
On completion the main and auxiliary machinery was examined under working conditions and found in order.
The machinery is eligible in my opinion to have the Notation:-
+LMC 1,48 C.L. 3 cyl. 12½", 21½". 35" - 26".
210 lb. 1 S.B.
3 cf. H.S. 1850 sq.ft. F.D.
Fitted for oil fuel 1,48 F.P. above 150°F.

The amount of Entry Fee ... £ : : When applied for,
Special +LMC ... £ 34 13 5 FEB 1948
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ : : 19

M. Chambers, Dablonkey
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FEB. 19 MAR 1948

Assigned + LMC. 1.48 Fitted for oil fuel 1.48 F.P. above 150°F.
F.D. C.L. 1. SB 210 lb.