

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 11 JUL 1926

Date of writing Report 9th July 1926 When handed in at Local Office 9th July 1926 Port of Aberdeen
 No. in Survey held at Aberdeen Date, First Survey 5th Feb 1926 Last Survey 4th July 1926
 Reg. Book. on the Trawler "MOUNT KEEN" (Number of Visits 20)
 Built at Aberdeen By whom built J. Lewis & Co. Yard No. 134 Tons { Gross 258.27
 Engines made at Aberdeen By whom made J. Lewis & Co. Engine No. 216 Net 112.83
 Boilers made at " By whom made " Boiler No. 180 When built 1926
 Registered Horse Power " Owners Lochs Steam Towing Co. Ltd Port belonging to Aberdeen
 Nom. Horse Power as per Rule 88.5 88 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

Dia. of Cylinders 12 $\frac{1}{2}$ " - 22" - 35" Length of Stroke 24" No. of Cylinders 3 Revs. per minute 110
 Crank shaft, dia. of journals as per Rule 6.83" Crank pin dia. 4" Crank webs Mid. length breadth 10 $\frac{1}{4}$ " No. of Cranks 3
 Intermediate Shafts, diameter as per Rule 6.506" 6.52" Thrust shaft, diameter at collars as per Rule 6.83"
 Tube Shafts, diameter as per Rule 4" 4 $\frac{1}{2}$ " Is the tube shaft fitted with a continuous liner Yes
 Screw Shaft, diameter as per Rule 16.5/32" 9/16" Is the screw shaft fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes as per Rule 9/16" Thickness between bushes as per Rule 12.345/32" 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 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
 Propeller, dia. 8'-9" Pitch 12'-0" No. of Blades 4 Material C.I. whether Moveable No Total Developed Surface 31 $\frac{1}{4}$ sq. feet
 Feed Pumps worked from the Main Engines, No. One Diameter 2 $\frac{3}{4}$ " Stroke 12" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. " Diameter " Stroke " Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size One - 5 $\frac{1}{4}$ " x 3 $\frac{1}{2}$ " x 5" Duplex Pumps connected to the Main Bilge Line { No. and size One - 5 $\frac{1}{4}$ " x 3 $\frac{1}{2}$ " x 5" Duplex
 How driven Steam 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 Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room Yes - 2"
 In Holds, &c. One - 2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 - 3 $\frac{1}{2}$ " Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size Bilge ejector 2 - 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 Rose boxes
 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 suction How are they protected Wood casing
 What pipes pass through the deep tanks Yes 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 Yes

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 1615 sq. ft.
 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? No
 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:— 1 set of bilge pump valves, 1 set of air pump valves, 1 circulating pump impeller and shaft, 1 set of feed pump valves, 1 set of rings for M.P. & P.P. pistons, 1 set of connecting rod bottom end bolts, 1 set of connecting rod top end bolts, 1 set of main bearing bolts, 1 set coupling bolts, 6 gauge glasses, 12 ferrules rings, 1 quantity of iron (assorted) 1 quantity of bolts & nuts, washers and split pins, 1 safety valve spring, 1 escape valve spring for each size fitted, 1 set of check valves and one seat, 6 cylinder cover studs and nuts, 6 jacking bolts and nuts, 3 condenser tubes, 12 condenser ferrules, 3 boiler tubes.

The foregoing is a correct description,
 For JOHN LEWIS & SONS LTD.

James Donald
 SECRETARY

Manufacturer.



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Lloyd's Register
Foundation

004213-004221-0260

1936 Feb. 5. 14. 26. Mar 13. 23. 24. 31 April 9. 14. 24. 30 May 6. 11. 15
 During progress of work in shops - - June 1. 25.
 Dates of Survey while building { During erection on board vessel - - June 12. 22. July 3. 7.
 Total No. of visits 20.

Dates of Examination of principal parts—Cylinders 26-2-36 Slides 9-4-36 Covers 26-2-36.
 Pistons 9-4-36 Piston Rods 31-3-36 Connecting rods 31-3-36
 Crank shaft 14-2-36. (Laid) Thrust shaft 6-5-36 Intermediate shafts ✓
 Tube shaft ✓ Screw shaft 6-5-36 Propeller 6-5-36.
 Stern tube 30-4-36 Engine and boiler seatings 12-6-36. Engines holding down bolts 22-6-36.
 Completion of fitting sea connections 12-6-36.
 Completion of pumping arrangements 3-7-36 Boilers fixed 22-6-36. Engines tried under steam 3-7-36
 Main boiler safety valves adjusted 3-7-36 Thickness of adjusting washers P15 $\frac{7}{8}$
 Crank shaft material O.H.I.S Identification Mark 2364 Thrust shaft material O.H.I.S Identification Mark 2396.
 Intermediate shafts, material O.H.I.S. Identification Marks 2395 Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material IRON. Identification Mark 2394 Steam Pipes, material Copper. ✓ Test pressure 400 lb Date of Test 22-6-36.
 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 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 under special survey, in accordance with the Rules & approved plans. The materials and workmanship are good. The engine and boiler have been securely fitted on board the vessel, tried under working conditions and found satisfactory. The machinery is eligible in our opinion to be classed in the Register Book & to have record of + L.M.C 4-36 and the notation of T.S (C.L.).

The amount of Entry Fee ... £ 2 : - :
 Special ... £ 22 : 5 :
 Donkey Boiler Fee ... £ : - :
 Travelling Expenses (if any) £ : - :
 When applied for, 10th July 1936.
 When received, 17.9.36 18/9

J. Hawley & Sons
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 14 JUL 1936

Assigned

+ L.M.C 7.36
 C.L.



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