

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office AUG 23 1937

Date of writing Report 20.7.1937 When handed in at Local Office 20.8.1937 Port of Hull
 No. in Survey held at Hull Date, First Survey 18th March 1937 Last Survey 12th July 1937
 Reg. Book. 17701 on the Steam Trawler "ITALIA CAESAR" (Number of Visits 28) Gross 518.10 Tons
 Net 282.73
 Built at Beverley By whom built Book, Welton & Gemmel L^{td} Yard No. 625 When built 1937-7
 Engines made at Hull By whom made Amos & Smith L^{td} Engine No. 658 when made 1937
 Boilers made at Hull By whom made Amos & Smith L^{td} Boiler No. 658 when made 1937
 Registered Horse Power 135.1 Owners The Earl Steam Fishing Co., L^{td} Port belonging to Grosby
 Nom. Horse Power as per Rule 135.1 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 Reciprocating Triple Expansion Revs. per minute 3
 Dia. of Cylinders 15"-25"-42" Length of Stroke 27" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 8.3055 Crank pin dia. 8 7/16" Crank webs Mid. length breadth 15 1/2" Thickness parallel to axis 5 1/4"
 as fitted 8 7/16" Mid. length thickness 5 1/4" shrunk Thickness around eye-hole 3 1/32"
 Intermediate Shafts, diameter as per Rule 7.91" Thrust shaft, diameter at collars as per Rule 8.3055
 as fitted 8 1/4" as fitted 8 7/16"
 Tube Shafts, diameter as per Rule 8.785 Is the tube screw shaft fitted with a continuous liner Yes
 as fitted 9" as fitted 9"
 Bronze Liners, thickness in way of bushes as per Rule 5/8" Thickness between bushes as per Rule 4/8" Is the after end of the liner made watertight in the
 as fitted 5/8" as fitted 5/8" 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 If so, state type None Length of Bearing in Stern Bush next to and supporting propeller 40"
 Propeller, dia. 10 1/2" Pitch 10.89' No. of Blades 4 Material Manx Iron whether Movable No Total Developed Surface 39.5 sq. feet
 Feed Pumps worked from the Main Engines, No. One Diameter 3" Stroke 15" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. One Diameter 3" Stroke 15" Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size One Weir duplex 6" x 8 1/2" x 13" Pumps connected to the Main Bilge Line { No. and size One 6 1/4" x 4 3/4" x 6" Duplex & One 3" Ejector
 How driven Steam How driven Steam
 Ballast Pumps, No. and size None Lubricating Oil Pumps, including Spare Pump, No. and size None
 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 2 at 2" diameter
 In Holds, &c. 6 at 2" diameter

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 5" dia Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size One 3" dia 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 suction How are they protected Wood casings
 What pipes pass through the deep tanks None 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 None

MAIN BOILERS, &c.—(Letter for record "S") Total Heating Surface of Boilers 2370 square feet
 Is Forced Draft fitted No No. and Description of Boilers One Angle Ended Return Tube Working Pressure 220 lbs/sq"
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? 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:—Spare gear as required by The Rules
Additional Spare Gear Supplied:—
Two valves donkey pump
Circulating pump impeller & shaft
Spare feed pipe (copper)
Bottom water gauge pipe
One set valve for Weir's pump
One main engine feed pump plunger & gland

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

A. L. Newbery
 DIRECTOR

Manufacturer.



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NOTE.—Articles which do not apply should be deleted.

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During progress of work in shops - - } 1937:- Mar 18. Apr 12. 15. 16. 20. 23. 28. 29. May 4. 5. 11. 21. 25. 27.
 Dates of Survey while building }
 During erection on board vessel - - - }
 Total No. of visits } 28

Dates of Examination of principal parts—Cylinders 18. 3. 37 Slides 28. 4. 37 Covers 28. 4. 37.
 Pistons 28. 4. 37 Piston Rods 28. 4. 37 Connecting rods 28. 4. 37.
 Crank shaft 3. 6. 37 Thrust shaft 7. 5. 37 Intermediate shafts 16. 4. 37.
 Tube shaft ✓ Screw shaft 15. 4. 37. 16. 4. 37. Propeller 23. 4. 37.
 Stern tube 23. 4. 37 Engine and boiler seatings 23. 4. 37 Engines holding down bolts 28. 6. 37.
 Completion of fitting sea connections 23. 4. 37
 Completion of pumping arrangements 6. 7. 37 Boilers fixed 28. 6. 37 Engines tried under steam 20. 7. 37.
 Main boiler safety valves adjusted 6. 7. 37 Thickness of adjusting washers F = 5/16" A = 1/32 SUPERHEATER = 3/8".
 Crank shaft material Steel Identification Mark 787 Thrust shaft material Steel Identification Mark 787
 Intermediate shafts, material Steel Identification Marks 787 Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material Steel Identification Mark 787 Steam Pipes, material 18. Steel Test pressure 660 lbs/sq Date of Test 30. 6. 37.
 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 No ✓ 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 Steam Trawler "FIGHTER"

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been built under Special Survey and the materials & workmanship are sound & good. It has been satisfactorily fitted on board, tried under steam & found good.

It is eligible in my opinion to have record of + LMC 7, 37 CL Spt.

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

The amount of Entry Fee ... £ 3 : 0 :
 Special ... £ 33 : 15 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 21 AUG 1937
 When received, 1. 10. 37

J. A. Orde
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned + LMC 7. 37 Spt.
 CL

FRI 27 AUG 1937