

## 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 Reg. Book. 17701. on the Steam Trawler "ITALIA CAESAR"  
 Built at Beverley By whom built Book, Welton & Gernmel L<sup>td</sup> Yard No. 625  
 Engines made at Hull By whom made Amos & Smith L<sup>td</sup> Engine No. 658 when made 1937  
 Boilers made at Hull By whom made Amos & Smith L<sup>td</sup> Boiler No. 658 when made 1937  
 Registered Horse Power 135 Owners The Earl Steam Fishing Co., L<sup>td</sup> Port belonging to Frenchy  
 Nom. Horse Power as per Rule 135 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 8.3055" as per Rule 8.3055" as fitted 8.3055" Crank pin dia. 8.75" Crank webs 5.4" Mid. length breadth 5.4" shrunk 5.4" Thickness parallel to axis 5.4"  
 Intermediate Shafts, diameter 7.91" as per Rule 7.91" as fitted 7.91" Thrust shaft, diameter at collars 8.3055" as per Rule 8.3055" as fitted 8.3055"  
 Tube Shafts, diameter 8.755" as per Rule 8.755" as fitted 8.755" Is the tube screw shaft fitted with a continuous liner Yes  
 Screw Shaft, diameter 9" as per Rule 9" as fitted 9"  
 Bronze Liners, thickness in way of bushes 5.6" as per Rule 5.6" as fitted 5.6" Thickness between bushes 4.3" as per Rule 4.3" as fitted 4.3" Is the after end of the liner made watertight in the propeller boss 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 Yes  
 Propeller, dia. 10.6" Pitch 10.89" No. of Blades 4 Material Mang. Steel whether Movable No Length of Bearing in Stern Bush next to and supporting propeller 40"  
 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" One 6 1/4" x 4 1/4" x 6" Duplex One 3" Ejector  
 How driven Steam Pumps connected to the Main Bilge Line { No. and size One 6 1/4" x 4 1/4" x 6" Duplex One 3" Ejector  
 How driven Steam  
 Ballast Pumps, No. and size One 3" Ejector Lubricating Oil Pumps, including Spare Pump, No. and size One 3" Ejector  
 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 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 2370 square feet  
 Is Forced Draft fitted No No. and Description of Boilers One Single Ended Return Tube Working Pressure 220 lbs/p  
 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  
 (If not state date of approval)

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 pump  
One main engine feed pump plunger & gland

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

A. L. Kewney  
 DIRECTOR

Manufacturer.



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Lloyd's Register  
 Foundation

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Dates of Survey while building { During progress of work in shops - - 1937:- Mar 18. Apr 12. 15. 16. 20. 23. 28. 29. May 4. 5. 11. 21. 25. 27.  
During erection on board vessel - - June 1. 3. 5. 9. 14. 15. 28. 30. July 1. 2. 6. 12. 14. 20. 24. 26. 30.  
Aug 7. 8. 10. 12. 14.  
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  $F = \frac{5}{16}$ "  $A = \frac{1}{32}$ " SUPERHEATER =  $\frac{3}{8}$ ".  
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 : When applied for, 21 AUG 1937  
Special ... £ 33 : 15 :  
Donkey Boiler Fee ... £ : : When received, 1.10.37  
Travelling Expenses (if any) £ : : 2/10

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

Committee's Minute  
Assigned + LMC 7.37 Spt.  
CL

FRI 27 AUG 1937