

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 90551

14 AUG 1926

Date of writing Report

10

When handed in at Local Office

12 AUG. 1926

Port of

LIVERPOOL.

No. in Survey held at

GLASSON DOCK.

Date, First Survey

June 17th

Last Survey

July 9th

1926

Reg. Book.

on the

SS. "CREEK FISHER"

(Number of Visits)

6

Tons

Gross

729

Net

329

When built

1918.

when made

1918.

when made

1918.

Built at

LEKKERKERK

By whom built

T. VAN. DUITVENDIJK.

Yard No.

Engines made at

BOLNES.

By whom made

BOELE'S SCHIPS & MCH

Engine No.

Boilers made at

BOLNES.

By whom made

BOELE'S SCHIPS & MCH

Boiler No.

Registered Horse Power

Owners

J. FISHER & SON.

Port belonging to

LANCASTER.

Nom. Horse Power as per Rule

114

Is Refrigerating Machinery fitted for cargo purposes

No.

Is Electric Light fitted

No.

ENGINES, &c. Description of Engines

TRIPLE EXPANSION. DIRECT ACTING, INVERTED CYLINDERS.

Dia. of Cylinders

15" 4" x 24" 8" x 30" 4"

Length of Stroke

27.6"

Revs. per minute

90

No. of Cylinders

3

No. of Cranks

3 1/2"

Dia. of Crank shaft journals

as per rule 7.95"

as fitted 8 1/16"

Dia. of Crank pin

8 1/16"

Crank webs

Mid. length breadth 11 3/4"

Mid. length thickness 5 1/2"

shrunken

Thickness parallel to axis 5 1/2"

Thickness around eye-hole 3 3/8"

Diameter of Thrust shaft under collars

as per rule 7.57"

as fitted 8 1/16"

Diameter of Tunnel shaft

as per rule

as fitted

Diameter of Screw shaft

as per rule 8 1/4"

as fitted 8 1/16"

as the Screw shaft

fitted with a continuous liner the whole length of the stern tube

Yes.

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 joints burned

Yes.

If the liner does not fit tightly at the part

between the bearings in the stern tube, is the space charged with 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 appliance fitted at the after end of the shaft to permit

of it being efficiently lubricated

No.

Length of Stern Bush

31 3/4"

Diameter of Propeller

10' 4"

Pitch of Propeller

Yes.

No. of Blades

4.

State whether Moveable

Fixed

Total Surface

Yes.

square feet.

No. of Feed Pumps fitted to the Main Engines

2.

Diameter of ditto

2 1/4"

Stroke

13 3/4"

Can one be overhauled while the other is at work

Yes.

No. of Bilge Pumps fitted to the Main Engines

2.

Diameter of ditto

2 3/4"

Stroke

13 3/4"

Can one be overhauled while the other is at work

Yes.

Total number and size of power driven Feed and Bilge Auxiliary Pumps

3.

2 - 2 1/4" x 13 3/4"

1 - 6" x 4" x 6"

No. and size of Pumps connected to the Main Bilge Line

3.

2 - 2 1/4" x 13 3/4"

1 - 6" x 4" x 6"

No. and size of Ballast Pumps

1 - 6" x 5" x 6"

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

Yes.

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

Yes.

No. and size of suction connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room

5 - 2" DIA.

1 - 4" DIA.

and in Holds, &c.

2 - 2" DIA.

No. and size of Main Water Circulating Pump Bilge Suctions

1 - 4" DIA

No. and size of Donkey Pump Direct Suctions

to the Engine Room Bilges

3 - 2" DIA

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 connections with the sea direct on the skin of the ship

Yes.

Are they 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 Discharge Pipes 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 are carried through the bunkers

Hold bilge suction

How are they protected

Strong wood ceiling

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 Screw 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

2087.

Is Forced Draft fitted

No.

No. and Description of Boilers

Two cylindrical

Working Pressure

185 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes.

IS A DONKEY BOILER FITTED?

No.

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting

Yes.

Main Boilers

Yes.

Auxiliary Boilers

Yes.

Donkey Boilers

Yes.

General Pumping Arrangements

Yes.

Oil fuel Burning Piping Arrangements

Yes.

SPARE GEAR. State the articles supplied:—

2 connecting rod Bottom end bolts.

2 connecting rod Top end bolts.

2 Main Bearing bolts.

1 set coupling bolts.

1 set of feed and bilge pump valves.

1 feed check valve.

a quantity of assorted bolts and nuts and iron of various sizes.

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register
Foundation

005118-005131-0010

During progress of work in shops - - -
 Dates of Survey while building - - -
 During erection on board vessel - - -
 Total No. of visits

Dates of Examination of principal parts - Cylinders 17.6.26 Slides 17.6.26
 Covers 17.6.26 Pistons 17.6.26 Rods 17.6.26
 Connecting rods 17.6.26 Crank shaft 17.6.26 Thrust shaft 17.6.26
 Tunnel shafts ✓ Screw shaft 17.6.26 Propeller 17.6.26
 Stern tube 17.6.26 Engine and boiler seatings 17.6.26 Engines holding down bolts 17.6.26
 Completion of pumping arrangements 9.7.26 Boilers fixed ✓ Engines tried under steam 9.7.26
 Completion of fitting sea connections ✓ Stern tube ✓ Screw shaft and propeller ✓
 Main boiler safety valves adjusted 9.7.26 Thickness of adjusting washers PORT BOILER P 19 3/32 S 25 3/32 STAR BOILER P 23 3/32 S 31 64
 Material of Crank shaft ✓ Identification Mark on Do. ✓
 Material of Thrust shaft ✓ Identification Mark on Do. ✓
 Material of Tunnel shafts ✓ Identification Marks on Do. ✓
 Material of Screw shafts ✓ Identification Marks on Do. ✓
 Material of Steam Pipes STEEL Test pressure 540 lbs/sq. in Date of Test 18.6.26
 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 ✓ If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c.)

The Machinery of this vessel was not built under special survey but has now been opened out, examined and the particulars registered above. The Boilers, see separate report and plan, have been examined under steam and their safety valves adjusted to 185 lbs per sq. inch.

The workmanship and materials appear to be of a good quality and when examined under working conditions the machinery was found satisfactory.

The Machinery is eligible in my opinion to have the notation posted in the Register Book. L.M.C 7.26.

Particulars of the above survey will be found on attached report.

See Secretary's letter E 14/6/26

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 ... £ 2 : 0 : 0 When applied for, 19
 Special ... £ 12 : 12 : 0
 Donkey Boiler Fee ... £ : : When received, 21.10.26
 Travelling Expenses (if any) £ 5 - 8 - 0
 Committee's Minute 13 AUG. 1926 LIVERPOOL
 Assigned See attached report.

J. H. Leicester.
 Engineer Surveyor to Lloyd's Register of Shipping.

