

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 18 OCT 1948

Date of writing Report 5. 10. 1948. When handed in at Local Office 16. 10. 1948 Port of GRIMSBY.

No. in Survey held at GRIMSBY. Date, First Survey 25. 10. 47. Last Survey 1. 10. 1948.
Reg. Book. (Number of Visits 34.)

on the Steam Trawler "SLETNES" (ex P.V. 6111)

Built at Hamburg By whom built Norderwerft Koser U. Meyer Yard No. - When built 1940

Engines made at Hamburg By whom made Howaldtswerke Aktiengesell. Schaff. Engine No. 814 when made 1940

Boilers made at Hamburg By whom made Howaldtswerke Boiler No. 1575 when made 1940

Registered Horse Power - Owners Rinovia Steam Fishing Co., Ltd. Port belonging to Grimsby.

Nom. Horse Power as per Rule 142.6 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. Revs. per minute 120 ✓

Dia. of Cylinders $13\frac{3}{4}$ " x $21\frac{1}{2}$ " x $35\frac{1}{4}$ " Length of Stroke $25\frac{1}{2}$ " No. of Cylinders 3. No. of Cranks 3.

Crank shaft, dia. of journals as per Rule 8" as fitted 7.8" Crank pin dia. 7.8" Crank webs Mid. length breadth 15" Mid. length thickness 4.9" Thickness parallel to axis 4.9" Thickness around eye-hole 3.6" shrunk

Intermediate Shafts, diameter as per Rule 7.65" as fitted 7.75" Thrust shaft, diameter at collars as per Rule 8.2" as fitted 8.2"

Tube Shafts, diameter as per Rule - as fitted - Screw Shaft, diameter as per Rule 8.9" as fitted 9.5" Is the tube shaft fitted with a continuous liner No.

Bronze Liners, thickness in way of bushes as per Rule - as fitted - Thickness between bushes as per Rule - as fitted - Is the after end of the liner made watertight in the propeller boss - 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 tube shaft Yes Length of Bearing in Stern Bush next to and supporting propeller 55" ✓

Propeller, dia. $10'5\frac{1}{2}"$ Pitch 11'9" No. of Blades 4. Material C.I. whether Moveable No. Total Developed Surface 43 sq. feet

Feed Pumps worked from the Main Engines, No. One. Diameter $3.1/16"$ Stroke 13" Can one be overhauled while the other is at work -

Bilge Pumps worked from the Main Engines, No. One. Diameter $3.1/16"$ Stroke 13" Can one be overhauled while the other is at work -

Feed Pumps { No. and size 1. - $6\frac{1}{4}"$ x 4" x 10" / Pumps connected to the { No. and size 1. @ $6\frac{1}{4}"$ x 4" x 10" and Steam Ejector.
How driven Independent Steam. Main Bilge Line How driven Independent Steam.

Ballast Pumps, No. and size - Lubricating Oil Pumps, including Spare Pump, No. and size 1. - $4\frac{1}{2}"$ x 5" x 12". ✓

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 4. @ 2" dia., 1. @ 3" dia. Stokehold One @ 2" dia. Oily Bilge

In Holds, &c. One @ 2" dia. in each Fore Well, Ford. Slush Well, Aft Slush Well and Cofferdam.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 - 5" dia. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 - 2" dia. & 3" stm. 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 At W.L. ✓

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 Suctions. ✓ How are they protected Tunnel through O.F. Tanks. ✓

What pipes pass through the deep tanks None. ✓ Have they been tested as per Rule -

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 - Is it fitted with a watertight door - worked from -

MAIN BOILERS, &c.—(Letter for record -) Total Heating Surface of Boilers 2390 sq.ft. ✓

Is Forced Draft fitted Yes. ✓ No. and Description of Boilers 1 Multitubular "Scotch" Working Pressure 227 lbs/sq.in. type.

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 - Donkey Boilers -

(If not state date of approval)

Superheaters Yes. General Pumping Arrangements Yes. Oil fuel Burning Piping Arrangements Yes.

SPARE GEAR. State the articles supplied:— 1 Piston Rod; 2 Valve Spindles; 1 Eccentric Strap; Complete set Piston Rings; 2 Top and brasses with bolts; Bottom end brass with bolts; 2 Main bearing bolts; 1 Set coupling bolts; Impeller and shaft for circulating pump; Independent pump bucket and valves; Set of pads for Michell Thrust Block; Set of feed and bilge pump valves and seats, with assorted valves and seats for feed checks, etc; 6 Tube stoppers; Assorted bolts and nuts, screwed iron bars; Set of oil fuel burner nozzles and atomisers.

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register
Foundation

005194-005209-0017

~~XXXXXXXXXX~~
~~XXXXXXXXXX~~
 Dates of Survey ~~XXXX~~ ~~XXXXXXXXXX~~ on board vessel - - - 1947. Oct. 25, 28, 31 Nov. 6, 12, 13, 25, 27. Dec. 2, 11, 15, 17, 18, 20.
 1948. Jan. 1, 2, 5, 12, 14. Feb. 12, 19, 23. Mar. 8, 31. Apr. 12, 13, 14. May. 12, 26, Jul. 22, Aug. 6, Oct. 1.
 Total No. of visits 34.

Dates of Examination of principal parts—Cylinders 2. 12.47. Slides 2. 12.47. Covers 2. 12.47.
 Pistons 18.12.47. Piston Rods 18.12.47. Connecting rods 18.12.47.
 Crank shaft 2.12.47. Thrust shaft 2.12.47. Intermediate shafts 2. 12.47.
 Tube shaft - Screw shaft 28.10.47. Propeller 12.5.48.
 Stern tube 25.10.47. Engine and boiler seatings 13.3.48. Engines holding down bolts 2. 12.47.
 Completion of fitting sea connections -
 Completion of pumping arrangements 6. 8. 48. Boilers fixed - Engines tried under steam 1. 10.48.
 Main boiler safety valves adjusted 6. 8. 48. Thickness of adjusting washers P.V. 1/2"; S.V. 1/2"; Sp.Ht. V. 1/4".
 Crank shaft material Steel. Identification Mark 2,40 G.L. Thrust shaft material Steel. Identification Mark 1,40 G.L.
 Intermediate shafts, material Steel. Identification Marks - Tube shaft, material - Identification Mark -
 Screw shaft, material Steel. Identification Mark 3,40 G.L. Steam Pipes, material Steel Test pressure 700 lbs. Date of Test 14.4.48.
 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 carrying and burning oil fuel been complied with Yes.
 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 opened out, examined and the scantlings found to be in accordance with the plans submitted (See Lon.Ltrs. 'E' dated 29/12/47, 6/2/48, 24/3/48, 25/3/48 and 31/5/48.).
 The materials and workmanship found good and as far as could be seen free from defects.
 The main and auxiliary machinery tested under steam as far as practicable in dock and found satisfactory.
 The machinery is in good and efficient condition and eligible, in our opinion, to have the notation of LMC 10,48 and TS.OG. 10,47 in the Register Book. T.3 Cy. 13 3/4", 21 1/2", 35 1/4" - 25 1/2", and LP turbine with DR. gearing and hydraulic coupling; 143 N.H.P., 227 lbs, 1 SB(Spt) 3 c.f., H.S.2390, FD.

See Rpt.9.
 The amount of Entry Fee ... £ : : When applied for,
 Special ... £ : : 19
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : : When received, 19

E.C. Dux + W.P. Watson.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 19 NOV 1948
 Assigned Lmc 10.48
 5/11.47 1SB xx 227 lb (Sp)
 FD