

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office APR 24 1937

Date of writing Report 19 When handed in at Local Office 23 APR 1937 Port of HULL

No. in Survey held at Hull Date, First Survey 6th Nov. 1936 Last Survey 13th April 1937

Reg. Book. 68451 on the Steam Trawler "MAD O WAR" (Number of Visits 48)

Gross Tons 575.75 Net Tons 284.81

Built at Selby By whom built Lochrane & Sons Ltd Yard No. 1149 When built 1937-4

Engines made at Hull By whom made Amos & Smith Ltd Engine No. 653 When made 1937

Boilers made at Hull By whom made Amos & Smith Ltd Boiler No. 653 When made 1937

Registered Horse Power Owners Sir Alec Black Bart Port belonging to Grimsby

Nom. Horse Power as per Rule 135 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted No

Trade for which Vessel is intended Fishing

ENGINES, &c.—Description of Engines Reciprocating Triple Expansion Revs. per minute

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 9/16" Crank webs Mid. length breadth 15 1/2" Thickness parallel to axis 5 1/4" as fitted 8 9/16" Mid. length thickness 5 1/4" shrunk Thickness around eye-hole 3 1/2"

Intermediate Shafts, diameter as per Rule 7.91" as fitted 8 1/4" Thrust shaft, diameter at collars as per Rule 8.3055" as fitted 8 9/16"

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 8.7855" as fitted 9" Is the { tube } shaft fitted with a continuous liner { screw } Yes

Bronze Liners, thickness in way of bushes as per Rule 5/8" as fitted 5/8" Thickness between bushes as per Rule 4.3" as fitted 5/8" 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

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 No If so, state type Length of Bearing in Stern Bush next to and supporting propeller 40"

Propeller, dia. 10'-6" Pitch 10'-8 1/2" No. of Blades 4 Material Mang Orange whether Moveable 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

Bilge Pumps worked from the Main Engines, No. One Diameter 3" Stroke 15" Can one be overhauled while the other is at work

Feed Pumps { No. and size One 6" x 4 1/4" x 6" Duplex & One 3" Ejector } Pumps connected to the { No. and size One 6" x 4 1/4" x 6" Duplex & One 3" Ejector. } How driven Steam Main Bilge Line 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 Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 2 at 2" dia. In Holds, &c. 6 at 2" dia.

In Pump Room

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 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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record 3) 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/sq. in

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? No If so, is a report now forwarded?

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval)

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied

Two valves donkey pump.
Circulating pump impeller & shaft.
Spare feed pipe.
Bottom water gauge pipe.
One set valves for Weir pump.
One main engine feed pump plunger & gland.

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

A. C. Cleary
MANAGER

Manufacturer.



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005269-005279-0176

During progress of work in shops - - 1936:- Nov 6.12.17.30 Dec. 9.18.21.31.
During erection on board vessel - - 1937:- Jan 4.5.6.8.11.12.13.14.15.19.20.21.25. Feb. 1.3.4.5.8.9.10.11.15.19.22.24.25.
Mar. 3.5.6.10.17.30.31 Apr. 1.5.5.8.12.13.
Total No. of visits 48.

Dates of Examination of principal parts—Cylinders 25.1.37 Slides 15.2.37 Covers 15.2.37.
Pistons 15.2.37. Piston Rods 9.2.37 Connecting rods 9.2.37.
Crank shaft 19.1.37. Thrust shaft 12.11.36 Intermediate shafts 30.11.36.
Tube shaft ✓ Screw shaft 30.11.36. 18.12.36 Propeller 12.1.37.
Stern tube 12.1.37. Engine and boiler seatings 19.2.37 Engines holding down bolts 31.3.37.
Completion of fitting sea connections 5.2.37.
Completion of pumping arrangements 8.4.37. Boilers fixed 31.3.37 Engines tried under steam 12.4.37.
Main boiler safety valves adjusted 8.4.37. Thickness of adjusting washers F = $\frac{3}{8}$ " A = $\frac{9}{32}$ " Superheaters = $\frac{19}{32}$ "
Crank shaft material Steel Identification Mark 774 Thrust shaft material Steel Identification Mark 774.
Intermediate shafts, material Steel Identification Marks 774 Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material Steel Identification Mark 774 Steam Pipes, material S.D. Steel Test pressure 660 $\frac{\text{lbs}}{\text{sq. in.}}$ Date of Test 5.4.37.
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 ✓
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have 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 built under Special Survey, the materials and workmanship are sound & good.
It has been satisfactorily fitted on board, tried under steam and found good

It is eligible in my opinion to have record of ∇ L.M.C. 4, 37 CL. Apt.

The amount of Entry Fee ... £ 3 : 0 :
Special ... £ 33 : 15 :
Donkey Boiler Fee ... £ ✓ : ✓ :
Travelling Expenses (if any) £ ✓ : ✓ :
When applied for, 23 APR 1937
When received, 22.5.37

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

Committee's Minute

FRI 30 APR 1937

Assigned

+ d.m.b. 4.37 Spt



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