

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 18 Jan 1940

Date of writing Report 17 Jan 1940 When handed in at Local Office 17 Jan 1940 Port of London

No. in Survey held at Newbury. Date, First Survey 24 Aug 1939 Last Survey 16-1-1940
Reg. Book. on the Tanning & Sons Steam Tug Collingwood (Number of Visits 11)

Built at Newcastle By whom built Bland's (Lancashire) Ltd. Yard No. Tons { Gross 89.80 Net 39.06
When built

Engines made at Newbury. By whom made Plenty & Son Ltd. Engine No. 2775 When made

Boilers made at By whom made Stockton Chemical & Refining Co. Boiler No. 6396 When made

Registered Horse Power Owners Port belonging to

Nom. Horse Power as per Rule 37.28. Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which Vessel is intended In River Service

ENGINES, &c.—Description of Engines Comp. surface condenser? twin screws Revs. per minute

Dia. of Cylinders 82" 17" Length of Stroke 12" No. of Cylinders 4" No. of Cranks 4

Crank shaft, dia. of journals as per Rule 4" as fitted 4" Crank pin dia. 4" Crank webs Mid. length breadth 5" Mid. length thickness 2 1/2" shrunk Thickness parallel to axis Thickness around eye-hole

Intermediate Shafts, diameter as per Rule 4 3/16" as fitted 4 3/16" Thrust shaft, diameter at collars as per Rule 3 1/16" as fitted 3 1/16"

Tube Shafts, diameter as per Rule 4 1/4" as fitted 4 1/4" Screw Shaft, diameter as per Rule 4 1/4" as fitted 4 1/4" Is the tube screw 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

Propeller, dia. 4'6" Pitch 5'6" No. of Blades 3 Material C1 whether Moveable No. Total Developed Surface 6.35 sq. feet

Feed Pumps worked from the Main Engines, No. three Diameter Stroke Can one be overhauled while the other is at work

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

Feed Pumps No. and size How driven Pumps connected to the Main Bilge Line No. and size How driven

Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size none

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

In Pump Room In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

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

Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate

What Pipes pass through the bunkers How are they protected

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

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) Total Heating Surface of Boilers 890 sq ft

Is Forced Draft fitted No. No. and Description of Boilers 1, S.B. Working Pressure 130 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED? No.

IS A DONKEY BOILER FITTED? 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

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 2 Spare propellers 1 R.H. 1 L.H. 2 main engine stop valves.

The foregoing is a correct description, FOR AND ON BEHALF OF PLENTY & SON, LIMITED

Director & Secretary

Manufacturer.



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Lloyd's Register Foundation

006407-006411-0044

1939: Aug 24 Sep 12-28 Oct 5-12 Nov 2-16 Dec 8
 During progress of work in shops - - -
 Dates of Survey while building
 During erection on board vessel - - -
 Total No. of visits 11 (in shops)

Dates of Examination of principal parts—Cylinders ^{PH 20.9.39} Pistons 5.10.39. Piston Rods 9.9.39. 5.10.39. Connecting rods 12.10.39.
 Crank shaft 5.10.39. Thrust shaft ^{PH 12.10.39} Combined with crank shaft Intermediate shafts 20.9.39.
 Tube shaft Screw shaft 16.11.39. Propeller W + S 16.11.39.
 Stern tube ^{PH 28.9.39} Engine and boiler seatings Engines holding down bolts
 Completion of fitting sea connections
 Completion of pumping arrangements Boilers fixed Engines tried under steam
 Main boiler safety valves adjusted Thickness of adjusting washers
 Crank shaft material S Identification Mark 3174 AS Thrust shaft material S Identification Mark Crank shaft
 Intermediate shafts, material S ^{24 P+S} Identification Marks 6478 TDS Tube shaft, material Identification Mark
 Screw shaft, material S ^{P+S} Identification Mark 6478 TDS Steam Pipes, material Test pressure Date of Test
 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 the use of oil as fuel been complied with
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo 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. This machinery has been built under special survey of tested materials in accordance with approved plans. The material & workmanship are good. The machinery has been forwarded to Newcastle for installation in the vessel.

This machinery has now been satisfactorily installed aboard the Trawler Jerry Collingwood Jan No 57, examined under full working conditions with satisfactory results & is eligible in my opinion to be classed with notations +LTC, H.40, 1SB, 130 lb (net) T.S. O.G.

Geo. J. Hurreland

The amount of Entry Fee ... £ 2 : - :
 Special 2/5 fee ... £ 6 : - :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ 4 : 6 : 9

When applied for, 18 JAN 1940
 When received, after *revised by Mr 8.2.40*
 J. D. Worth
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned See NWC. 36 98510



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