

REPORT ON MACHINERY.

No. 27496

FRI. MAY. 22. 1914

Received at London Office

Date of writing Report 15th May 1914 When handed in at Local Office 20.5.14 Port of Hull

No. in Survey held at Hull Date, First Survey Dec 2nd Last Survey May 13th 1914
Reg. Book. 97 on the Steel Deck "CORCYRA." (Number of Visits) 20 Gross 225
Master Cook Built at Hull By whom built Cook & Sons Ltd Tons Net 112 When built 1914

Engines made at } By whom made } when made 1914
Boilers made at } Hull By whom made } Carr & Smith Ltd when made 1914
Registered Horse Power 68 Owners S. Western Ste. Fishing Co. Ltd Port belonging to Grimsby
Nom. Horse Power as per Section 28 68 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted no

ENGINES, &c.—Description of Engines Triple Expansion No. of Cylinders 3 No. of Cranks 3
Dia. of Cylinders 12" 21" 34" Length of Stroke 24" Revs. per minute 723 Dia. of Screw shaft 7 1/2" Material of screw shaft S.
Is the screw shaft fitted with a continuous liner the whole length of the stern tube yes Is the after end of the liner made water tight in the propeller boss yes If the liner is in more than one length are the joints burned no 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 no If two liners are fitted, is the shaft lapped or protected between the liners no Length of stern bush 34"
Dia. of Tunnel shaft 6 1/2" Dia. of Crank shaft journals 6.8" Dia. of Crank pin 7" Size of Crank webs 13 3/4" x 1 3/8" of thrust shaft under collars 7" Dia. of screw 8 1/2" Pitch of Screw 11.0" No. of Blades 4 State whether moveable no Total surface 29 1/2"
No. of Feed pumps 1 Diameter of ditto 2 1/8" Stroke 12" Can one be overhauled while the other is at work no
No. of Bilge pumps 1 Diameter of ditto 2 1/8" Stroke 12" Can one be overhauled while the other is at work no
No. of Donkey Engines One Sizes of Pumps 6 3/4" x 4 3/4" x 6" No. and size of Suctions connected to both Bilge and Donkey pumps In Engine Room 2-2" One forward, one aft. In Holds, &c. 2-2" Forepeak & Slushwell.
No. of Bilge Injections 1 sizes 3" Connected to condenser, or to circulating pump no Is a separate Donkey Suction fitted in Engine room & size 2 1/2" injector
Are all the bilge suction pipes fitted with roses yes Are the roses in Engine room always accessible yes Are the sluices on Engine room bulkheads always accessible no
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 suction How are they protected Wood casing
Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes
Are the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges yes
Dates of examination of completion of fitting of Sea Connections 5.2.14 of Stern Tube 5.2.14 Screw shaft and Propeller 5.2.14
Is the Screw Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from no

OILERS, &c.—(Letter for record S.) Manufacturers of Steel Messrs. Phoenix & Co. Ltd. Birkenhead
Total Heating Surface of Boilers 1049 Is Forced Draft fitted no No. and Description of Boilers One single ended
Working Pressure 200 lbs. Tested by hydraulic pressure to 400 lbs. Date of test 23.4.14 No. of Certificate 2078
Can each boiler be worked separately yes Area of fire grate in each boiler 32.34 No. and Description of Safety Valves to each boiler 2 Spring loaded Area of each valve 3.9" Pressure to which they are adjusted 205 lbs. Are they fitted with easing gear yes
Smallest distance between boilers or uptakes and bunkers or woodwork 7" Mean dia. of boilers 12.0" Length 10.0" Material of shell plates S.
Thickness 1 1/16" Range of tensile strength 29-33 Are the shell plates welded or flanged no Descrip. of riveting: cir. seams BRD long. seams BRD Diameter of rivet holes in long. seams 1 3/32" Pitch of rivets 7 3/8" Lap of plates or width of butt straps 15 7/8"
Per centages of strength of longitudinal joint rivets 89.2 Working pressure of shell by rules 203 Size of manhole in shell 16 x 12" plate 85.17
Size of compensating ring 40 x 30 x 1 1/16" No. and Description of Furnaces in each boiler 3 plain Material S. Outside diameter 3'-0"
Length of plain part top 76" Thickness of plates crown 3/4" Description of longitudinal joint welded No. of strengthening rings no bottom 3/4"
Working pressure of furnace by the rules 206.8 Combustion chamber plates: Material S. Thickness: Sides 3/4" Back 23/32" Top 11/16" Bottom 3/4"
Pitch of stays to ditto: Sides 9 1/2" x 8" Back 9 1/2" x 8" Top 9 1/2" x 8" If stays are fitted with nuts or riveted heads no Working pressure by rules 211
Material of stays S. Diameter at smallest part 2.06 Area supported by each stay 80.75 Working pressure by rules 230 End plates in steam space: no
Material S. Thickness 1 3/32" Pitch of stays 16 x 15 1/4" How are stays secured Nuts Working pressure by rules 204 Material of stays S. Diameter at smallest part 6.1" Area supported by each stay 244 Working pressure by rules 260 Material of Front plates at bottom S.
Thickness 1" Material of Lower back plate S. Thickness 15/16" Greatest pitch of stays 13 3/4" x 8" Working pressure of plate by rules 239
Diameter of tubes 3 1/2" Pitch of tubes 4 3/4" x 4 3/4" Material of tube plates S. Thickness: Front 1" Back 7/8" Mean pitch of stays 9 1/2" x 11 7/8"
Pitch across wide water spaces 13 3/4" Working pressures by rules 203 Girders to Chamber tops: Material S. Depth and thickness of girder at centre 8 1/4" x 2" Length as per rule 2-8 3/4" Distance apart 8" Number and pitch of stays in each 204 9 1/2"
Working pressure by rules 238 Superheater or Steam chest: how connected to boiler no Can the superheater be shut off and the boiler worked separately no
Diameter no Length no Thickness of shell plates no Material no Description of longitudinal joint no Diam. of rivet holes no Pitch of rivets no Working pressure of shell by rules no Diameter of flue no Material of flue plates no Thickness no
Stiffened with rings no Distance between rings no Working pressure by rules no End plates: Thickness no How stayed no
Working pressure of end plates no Area of safety valves to superheater no Are they fitted with easing gear no

IS A DONKEY BOILER FITTED? *No*

If so, is a report now forwarded? *✓*

SPARE GEAR. State the articles supplied:— *Two each connecting piston rod bolts and nuts, Two bottom-end bolts and nuts, Two main bearing bolts and nuts, One set of coupling bolts and nuts, A quantity of assorted bolts and nuts, Iron of various sizes.*

The foregoing is a correct description,

FOR AMOS & SMITH LTD.

W. H. H. H.

Manufacturer.

Managing Director.

Dates of Survey while building { During progress of work in shops - - - *for 1913: Dec 2, 9, 17, 23 1914: Jan 15, Feb 5, 23, Mar 9, 17, 23, 30 Apr 1, 15, 20*
During erection on board vessel - - - *Apr 23, 29, May 5, 9, 12, 13*
Total No. of visits *20*

Is the approved plan of main boiler forwarded herewith *yes*

Returned w/15/14

Dates of Examination of principal parts—Cylinders *15.4.14*, Slides *15.4.14*, Covers *1.4.14*, Pistons *1.4.14*, Rods *20.4.14*, Connecting rods *20.4.14*, Crank shaft *20.4.14*, Thrust shaft *20.4.14*, Tunnel shafts *✓*, Screw shaft *25.1.14*, Propeller *25.1.14*, Stern tube *25.1.14*, Steam pipes tested *5.5.14*, Engine and boiler seatings *5.2.14*, Engines holding down bolts *9.5.14*, Completion of pumping arrangements *12.5.14*, Boilers fixed *9.5.14*, Engines tried under steam *9.5.14*, Main boiler safety valves adjusted *9.5.14*, Thickness of adjusting washers *PV 5/16" SV 3/8"*, Material of Crank shaft *S*, Identification Mark on Do. *1204*, Material of Thrust shaft *S*, Identification Mark on Do. *1204*, Material of Tunnel shafts *✓*, Identification Marks on Do. *✓*, Material of Screw shafts *S*, Identification Marks on Do. *1204*, Material of Steam Pipes *Copper solid drawn*, Test pressure *Hoolts hyd. press.*

Have the requirements of Section 49 of the Rules been complied with *✓*

Is this machinery duplicate of a previous case *yes*. If so, state name of vessel *"By George"*

General Remarks (State quality of workmanship, opinions as to class, &c.) *The engines and boiler of this vessel have been constructed under special survey in accordance with the Rules. The materials and workmanship are sound and good. The boiler tested by hydraulic pressure with the engines secured on board and tested under steam they are now in good order & safe working condition, and respectfully submitted as being eligible in my opinion to be classed with the notation of + LMC 5.14. in the Register book.*

Null

It is submitted that this vessel is eligible for THE RECORD. + LMC 5.14.

J.W.D. 27/5/14

The amount of Entry Fee ... £ 1 : :
Special ... £ 10 : 4 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : 1 :
When applied for, *21/5 1914*
When received, *29.5.14*

J. S. MacKillop
Engineer Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute *TUE. MAY. 26. 1914*
Assigned *+ hmc 5.14*



MACHINERY CERTIFICATE WRITTEN.