

REPORT ON MACHINERY.

No. 30310

TUE. 1-JAN. 1918

Received at London Office

Date of writing Report

When handed in at Local Office

29.12.17 Port of

Hull

To. in Survey held at
Reg. Book.

Hull

Date, First Survey

28.3.17

Last Survey

14.12.1917

(Number of Visits 4.0)

on the *Steel screw Trawler*

John Anderson

Tons Gross 273

No. 109

When built 1917. 11

Master

Built at *Beverley*

By whom built *Cook, Wilson & Lummell*

Engines made at

Hull

By whom made

Amos & Smith Ltd

No. 2926

when made

1917.

Boilers made at

Hull

By whom made

Amos & Smith Ltd

No. 2924

when made

1917.

Registered Horse Power

Owners

British Admiralty

Port belonging to

Com. Horse Power as per Section 28

83

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

No. of Cylinders

12 1/2, 21 1/2, 35 1/4

Length of Stroke

24

Revs. per minute

115

Dia. of Screw shaft

as per rule 7.42

Material of

Iron

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

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 a plastic material insoluble in water and non-corrosive

Yes

If two

Length of stern bush

33"

No. of Tunnel shaft

as per rule 6.44

Dia. of Crank shaft journals

as per rule 6.97

Dia. of Crank pin

7 1/4"

Size of Crank webs

14 1/2" x 4 1/2"

Dia. of thrust shaft under

bars

7 1/4"

Dia. of screw

9' 0"

Pitch of Screw

11' 3"

No. of Blades

4

State whether moveable

no

No. of Feed pumps

one

Diameter of ditto

2 3/4"

Stroke

12"

Can one be overhauled while the other is at work

Yes

No. of Bilge pumps

one

Diameter of ditto

2 3/4"

Stroke

12"

Can one be overhauled while the other is at work

Yes

No. of Donkey Engines

one

Sizes of Pumps

6 1/4" x 4 3/4" x 6"

No. and size of Suctions connected to both Bilge and Donkey pumps

Engine Room

two - 2" diam.

In Holds, &c. *one - 2" diam. in each compartment*

All suction also connected to ejector

No. of Bilge Injections

1

sizes

3"

Connected to condenser, or to circulating pump

Yes

Is a separate Donkey Suction fitted in Engine room

size 2" ejector

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

none

Are all connections with the sea direct on the skin of the ship

Yes

Are they Valves or Cocks

Both

Yes

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

Are all pipes carried through the bunkers

Forward suction

Yes

How are they protected

Wood covering

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

Is the Screw Shaft Tunnel watertight

Yes

Is it fitted with a watertight door

Yes

Worked from

BOILERS, &c.—(Letter for record

S.)

Manufacturers of Steel

Messrs John Spencer & Sons Ltd

Total Heating Surface of Boilers

1450 sq ft

Is Forced Draft fitted

no

No. and Description of Boilers

One single ended

Working Pressure

200

Tested by hydraulic pressure to

400

Date of test

8.11.17

No. of Certificate

2924

Can each boiler be worked separately

Yes

Area of fire grate in each boiler

48 sq ft

No. and Description of Safety Valves to

each boiler

Two spring loaded

Area of each valve

4.9 sq ft

Pressure to which they are adjusted

205

Are they fitted with easing gear

Yes

Smallest distance between boilers or uptakes and bunkers or woodwork

8"

Mean dia. of boilers

13' 0"

Length

10' 6"

Material of shell plates

S

Thickness

1 1/4"

Range of tensile strength

28-32 tons

Are the shell plates welded or flanged

no

Descrip. of riveting: cir. seams

Double

Long. seams

J.R.B.S.

Diameter of rivet holes in long. seams

1 3/16"

Pitch of rivets

7.71"

Lap of plates or width of butt straps

17 3/8"

Percentage of strength of longitudinal joint

91.1

Working pressure of shell by rules

200

Size of manhole in shell

16" x 12"

Material

S

No. of compensating ring

30' 40' 1 1/4"

No. and Description of Furnaces in each boiler

3 plain

Material

S

Outside diameter

3' 2 1/8"

Length of plain part

top 28"

Thickness of plates

crown 13/16"

Description of longitudinal joint

Welded

No. of strengthening rings

Yes

Working pressure of furnace by the rules

217

Combustion chamber plates: Material

S

Thickness: Sides

1/16"

Back

1/16"

Top

1/16"

Bottom

1/16"

Pitch of stays to ditto: Sides

8" 10"

Back

8 3/4" 9"

Top

8" 9 1/4"

If stays are fitted with nuts or riveted heads

Nuts

Working pressure by rules

200

Material of stays

S

Area at smallest part

2.4 sq ft

Area supported by each stay

97 sq ft

Working pressure by rules

222

End plates in steam space:

Material

S

Thickness

1 1/8"

Pitch of stays

16 1/2" 17 1/2"

How are stays secured

S.N.W.

Working pressure by rules

207

Material of stays

S

Area at smallest part

IS A DONKEY BOILER FITTED?

No.

If so, is a report now forwarded?

SPARE GEAR. State the articles supplied:—

Four top end bolts and nuts, two bottom end bolts and nuts, two main bearing bolts and nuts, one set of coupling bolts and nuts. Four condenser tubes, three boiler tubes, one escape valve spring each size. Two donkey pump suction and delivery valves, one impeller and shaft for circulating pump, a quantity of assorted bolts and nuts and iron of various sizes. & 1 set of Feed & Bilge pump valves.

See Hull Ltr 7.1.18.

The foregoing is a correct description,

FOR AMOS & SMITH LTD.

J. Prachebury

Manufacturer.

Dates of Survey while building
During progress of work in shops -- 1917:— Mar. 28, Apr. 21, June 2, 4, 10, 11, 16, 19, 25, 28, 31, Aug. 13, 15, 17, 21, 24, 27, 29, 31, Sep. 4, 10.
During erection on board vessel -- 11, 13, 21, 26, 29, Oct. 5, 12, 15, 22, 24, 30, Nov. 2, 5, 6, 7, 8, 10, 16, 22, 27, 29 Dec. 4, 11, 14.
Total No. of visits 46.

Is the approved plan of main boiler forwarded with R/L 30.11.17

" " " donkey " " " "

Dates of Examination of principal parts—Cylinders 28.7.17. Slides 4.9.17. Covers 16.8.17. Pistons 10.9.17. Rods 10.9.17. Connecting rods 10.9.17. Crank shaft 13.9.17. Thrust shaft 29.8.17. Tunnel shafts ✓. Screw shaft 4.9.17. Propeller 4.9.17. Stern tube 11.9.17. Steam pipes tested 27.11.17. Engine and boiler seatings 11.9.17. Engines holding down bolts 22.11.17. Completion of pumping arrangements 14.12.17. Boilers fixed 22.11.17. Engines tried under steam 8.12.17. Completion of fitting sea connections 11.9.17. Stern tube 11.9.17. Screw shaft and propeller 11.9.17. Main boiler safety valves adjusted 8.12.17. Thickness of adjusting washers P. $\frac{9}{32}$ S. $\frac{9}{32}$.

Material of Crank shaft Iron Identification Mark on Do. 2009 F.L.S. Material of Thrust shaft Iron Identification Mark on Do. 2014 F.L.S. Material of Tunnel shafts ✓ Identification Marks on Do. ✓ Material of Screw shafts Iron Identification Marks on Do. 1826 G.A. Material of Steam Pipes S.D. Copper Test pressure 400 lbs. ✓

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 Section 49 of the Rules been complied with Yes.

Is this machinery duplicate of a previous case Yes. If so, state name of vessel "James Barry"

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been constructed under special survey in accordance with the approved plans and the rules of this Society, the material and workmanship are good, the Boiler and steam pipes have been tested as above and found sound and tight. The machinery has been properly fitted and secured on board the vessel and on completion tested under full power for two hours as required by the Admiralty and found satisfactory. The safety valves have been adjusted under steam and tested for accumulation which did not exceed 208 lbs.

In our opinion the vessel is eligible for the record * L.M.C. 12.17.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 12.17.

W.D. 3/1/18 J.M.

The amount of Entry Fee ... £ 1 : 0 :
Special ... £ 24 : 18 :
Donkey Boiler Fee ... £ - : - :
Travelling Expenses (if any) £ : 2 :
When applied for, 28.12.19.17
When received, 5.1.19.18

Geo. Allan & Frank A. Stanger.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 4-JAN. 1918

Assigned

+ L.M.C. 12.17.



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