

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office 12 JUN 1926

Date of writing Report 19 When handed in at Local Office -9 JUNE 1926 to Port of LIVERPOOL

No. in Survey held at Reg. Book. FLEETWOOD Date, First Survey 15th April Last Survey 8th June 1926 (Number of Visits 5)

7314. on the S.T. "ELENA" Gross Tons 257 Net 100

Built at ABERDEEN By whom built A. HALL & CO. LD Yard No. 580 When built 1921

Engines made at ABERDEEN. By whom made A. HALL & CO. LD Engine No. 273. when made 1921

Boilers made at ABERDEEN. By whom made A. HALL & CO. LD Boiler No. 263. when made 1921

Registered Horse Power Owners CLIFTON STEAM TRAWLERS LD Port belonging to FLEETWOOD

Nom. Horse Power as per Rule 89.6 93 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 DIRECT ACTING, INVERTED

Dia. of Cylinders 13", 22", 36" Length of Stroke 27" No. of Cylinders 3 Revs. per minute 110.

Crank shaft, dia. of journals as per Rule 7.04" as fitted 7 1/4" Crank pin dia. 7 1/4" Crank webs Mid. length breadth 11" shrunk Thickness parallel to axis 4 1/2" Mid. length thickness 4 1/2" Thickness around eye-hole 3 1/4"

Intermediate Shafts, diameter as per Rule 6.71" as fitted 7" Thrust shaft, diameter at collars as per Rule 7.04" as fitted 7 1/4"

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the tube screw shaft fitted with a continuous liner

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 No.

Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 14" Can one be overhauled while the other is at work YES

Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 14" Can one be overhauled while the other is at work YES

Feed Pumps No. and size 4. 2-6x4x6, 2-2 1/2x14 MAIN ENGINES MAIN BILGE LINE No. and size 4. 2-6x4x6, 2-2 1/2x14 MAIN ENGINES

How driven STEAM 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 3 - 2" DIA.

In Holds, &c. 2 - 2" DIA. ALSO EJECTOR SUCTIONS TO ALL PARTS 2" DIA.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 - 3 3/4" DIA Independent Power Pump Direct Suctions to the Engine Room, Bilges, No. and size 1 - 2" DIA

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

That Pipes are carried through the bunkers SUCTIONS TO FORD SLUGHWELLS. How are they protected STRONG WOOD CASING.

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

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 1697 sq ft

Forced Draft fitted No No. and Description of Boilers 1, CYLINDRICAL MULTITUBULAR Working Pressure 180 LBS.

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 Main Boilers Auxiliary Boilers Donkey Boilers

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

- COMPARE GEAR. State the articles supplied:—
- 2. MAIN BEARING BOLTS & NUTS.
  - 2. CONNECTING ROD BOTTOM END BOLTS & NUTS.
  - 2. " " TOP " " "
  - 1. SET COUPLING BOLTS.
  - 1. SET BILGE & FEED PUMP VALVES.
  - 1. SET AIR PUMP HEAD VALVES.
  - 4. TUBE STOPPERS.
  - 1. MAIN FEED CHECK VALVE.
  - 1. SET PISTON RINGS. A QUANTITY OF ASSORTED BOLTS, NUTS & IRON.

The foregoing is a correct description,

Manufacturer.



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Dates of Survey while building  
 During progress of work in shops - - -  
 During erection on board vessel - - - April 15-16-19. May 7. June 8.  
 Total No. of visits 5

Dates of Examination of principal parts—Cylinders 16-4-26 Slides 16-4-26 Covers 16-4-26  
 Pistons 16-4-26 Piston Rods 16-4-26 Connecting rods 16-4-26  
 Crank shaft 16-4-26 Thrust shaft 16-4-26 Intermediate shafts ✓  
 Tube shaft ✓ Screw shaft ✓ Propeller ✓  
 Stern tube ✓ Engine and boiler seatings 16-4-26 Engines holding down bolts 16-4-26  
 Completion of pumping arrangements 19-4-26 Boilers fixed ✓ Engines tried under steam 19-4-26  
 Main boiler safety valves adjusted 19-4-26 Thickness of adjusting washers PORT 9/32" STAR 9/32"  
 Crank shaft material STEEL Identification Mark LLOYDS 4941 GRE Thrust shaft material STEEL Identification Mark  
 Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓  
 Screw shaft, material ✓ Identification Mark ✓ Steam Pipes, material COPPER Test pressure ✓ Date of Test ✓  
 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 carrying and burning oil fuel been complied with ✓  
 Is this machinery duplicate of a previous case YES. If so, state name of vessel ST "GAVA" No 07606 IN REGISTER BOOK.

General Remarks (State quality of workmanship, opinions as to class, &c.)

The Machinery of this vessel was not built under special survey but has now been opened out - with the exception of screw shaft, sea cocks and valves, stem bush and propeller - examined and the particulars registered above. The Boiler, which is reported separately, has been examined under steam and the safety valves adjusted to 180 lbs per sq inch. The materials and workmanship appear to be of a good quality and when examined under working conditions the Machinery was found satisfactory. The Machinery is eligible in my opinion to have notation L.M.C. 6.26 in the Register Book when the survey has been completed. For particulars of L.M.C. survey see attached report. This vessel is fitted with an electric light installation which has been examined under full load and found satisfactory.

The amount of Entry Fee ... £  
 Special ... £ 7:0:0  
 Donkey Boiler Fee ... £  
 Travelling Expenses (if any) £ 1:7:6  
 When applied for: 11 JUNE 1926  
 When received: 4-2-27

J.W. Leicester.  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL 11 JUNE 1926  
 Assigned Deferred for comp: Jm



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