

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 26-3-1949. When handed in at Local Office 25 April 1949 Port of Sp Buich.  
 No. in Survey held at Louisa. Date, First Survey 7 JUNE 1948 Last Survey 28-3-1949.  
 Reg. Book Louisa. (Number of Visits 20)  
 on the Steam Launch "BRACONGLIN" Tons <sup>Gross</sup> 377 <sup>Net</sup> 1949.  
 Built at Louisa. By whom built Richards Ironworks Ltd. Yard No. 377. When built 1949.  
 Engines made at Hull. By whom made Amos & Smith Ltd. Engine No. 746. When made 1945.  
 Boilers made at Brunswick. By whom made J. Kimball & Co. Ltd. Boiler No. 345. When made 1948.  
 Registered Horse Power 11 HP = 135. Owners The British Ship Co. & Ice Fishing Co. Ltd. Port belonging to Flintwood.  
 Nom. Horse Power as per Rule M.H. 174. Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes.  
 Trade for which vessel is intended Fishing.

## ENGINES, &amp;c.—Description of Engines

Dia. of Cylinders as per Rule Length of Stroke as fitted No. of Cylinders as fitted Revs. per minute as fitted  
 Crank shaft, dia. of journals as per Rule Crank pin dia. as fitted Crank webs as fitted Mid. length breadth as fitted Thickness parallel to axis as fitted  
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule Thickness around eye-hole as fitted  
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner Yes  
 Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule 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 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 liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube Yes  
 at Yes If so, state type Yes Length of Bearing in Stern Bush next to and supporting propeller 35"  
 Propeller, dia. 10-3" Pitch 10-6" No. of Blades 4 Material C.I. whether Moveable No Total Developed Surface 38 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 15" 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 15" Can one be overhauled while the other is at work Yes  
 Feed Pumps No. and size 6" x 4 1/4" x 6" Duplex. Pumps connected to the Main Bilge Line No. and size 6" x 4 1/4" x 6" Duplex.  
 How driven Steam How driven Steam

Ballast Pumps, No. and size One 6" x 4 1/4" x 6" Duplex. Lubricating Oil Pumps, including Spare Pump, No. and size One 3"  
 Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected both to Main Bilge Pumps and Auxiliary  
 Bilge Pumps:—In Engine and Boiler Room 3 - 2 1/2" 1 - 2" (Intercom)  
 In Pump Room Yes In Holds, &c. 4 - 2 1/2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 3" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, No. and size One 3"  
 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 Yes  
 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 None How are they protected Yes  
 What pipes pass through the deep tanks None Have they been tested as per Rule Yes  
 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 Yes Is it fitted with a watertight door Yes worked from Yes

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 2,790 Supt. 885  
 Which Boilers are fitted with Forced Draft Main Which Boilers are fitted with Superheaters Main  
 No. and Description of Boilers One S.E. Working Pressure 200 lb. sq. in.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED?

Can the donkey boiler be used for other than domestic purposes

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting (If not state date of approval)

Main Boilers

Auxiliary Boilers

Donkey Boilers

Superheaters General Pumping Arrangements 29-11-47 Oil fuel Burning Piping Arrangements 14-7-48

## SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

The foregoing is a correct description.

For AMOS &amp; SMITH LTD.

A. E. Steadley

DIRECTOR

Manufacturer.



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Lloyd's Register Foundation

008753-008758-0095



During progress of work in shops - - - *London*

Dates of Survey while building

During erection on board vessel - - - *1948. June 29, Sept 12, Oct 12, Nov 6, 12, 16, 22, Dec 13, 29.*

*1949. Jan 11, 21, Feb 3, 17, 26, Mar 3, 9, 16, 22, 24.*

Total No. of visits *20*

Dates of Examination of principal parts - Cylinders ☒ Slides ☒ Covers ☒

Pistons ☒ Piston Rods ☒ Connecting rods ☒

Crank shaft ☒ Thrust shaft ☒ Intermediate shafts ☒

Tube shaft ☒ Screw shaft ☒ Propeller ☒

Stern tube *22-11-48* Engine and boiler seatings *12-10-48* Engines holding down bolts *21-1-49*

Completion of fitting sea connections *4-11-48*

Completion of pumping arrangements *22-3-49* Boilers fixed *15-12-48* Engines tried under steam *23-3-49*

Main boiler safety valves adjusted *22-3-49* Thickness of adjusting washers *P.V.S. 1/32" 3/8"*

Crank shaft material ☒ Identification Mark ☒ Thrust shaft material ☒ Identification Mark ☒

Intermediate shafts, material ☒ Identification Marks ☒ Tube shaft, material ☒ Identification Mark ☒

Screw shaft, material ☒ Identification Mark ☒ Steam Pipes, material *Steel* Test pressure *660 lb sq in* Date of Test *18-2-49*

Is an installation fitted for burning oil fuel *Yes* Is the flash point of the oil to be used over 150° F. *Yes*

Have the requirements of the Rules for the use of oil as fuel been complied with *Yes*

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 *Yes* If so, state name of vessel *"BOSTON TYPHOON"*

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

*Main engine opened up, examined all cylinders, pistons, covers, valves & valve gears connecting rods & crankshaft with their tops & bottom end brasses and found in place in good condition. Main bearing brasses examined.*

*The machinery Hull Report N° 54837 & 54890 and Greenock Report N° 23783. Has been efficiently fitted on board the vessel in accordance with the approved plans, Rule Requirements & Secretary's letter. The materials & workmanship are sound & of good description. The pumping & fire extinguishing arrangements have been tested under working conditions.*

*The engine, boiler & oil burning equipment has been examined under full working conditions during a sea trial & found satisfactory & eligible in my opinion to have notation + L.M.C. 3-49. V.S. C.L. fitted for oil fuel, flash point above 150° F.*

Certificate to be sent to

The amount of Entry Fee ... £ : When applied for, 19

Special ... £ : When received, 19

Donkey Boiler Fee ... £ :

Travelling Expenses (if any) £ :

*W. Russell*  
Engineer Surveyor to Lloyd's Register of Shipping.

Date *FRI. 20 MAY 1949*

Committee's Minute *+ LMC 3,49*  
*+ NE made 1945, fitted 1949.*

FITTED FOR OIL FUEL 3,49 FLASH POINT ABOVE 150°F. F.D. C.L. 150 200lb Spt.

