

# 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 Louisalett. Date, First Survey 7 JUNE 1948 Last Survey 28-3-1949.  
 Reg. Book Louisalett. (Number of Visits 20)  
 on the Steam Launch "BRACOMLEN"  
 Built at Louisalett. By whom built Richards Ironworks Ltd. Yard No. 377. Tons <sup>Gross</sup>            <sub>Net</sub>           .  
 Engines made at Hull. By whom made Amos & Smith Ltd. Engine No. 746. When built 1949.  
 Boilers made at Brunock. By whom made J. Kimicoid & Co. Ltd. Boiler No. 345. When made 1948.  
 Registered Horse Power 1135. Owners The Baiton Deep Sea & Ice Fishing Co. Ltd. Port belonging to Hutwood.  
 Nom. Horse Power as per Rule M.M. 174. 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  
 Dia. of Cylinders            Length of Stroke            No. of Cylinders            Revs. per minute             
 Crank shaft, dia. of journals            Crank pin dia.            Crank webs            Mid. length breadth            Thickness parallel to axis             
 Intermediate Shafts, diameter            Thrust shaft, diameter at collars            Mid. length thickness            Thickness around eye-hole             
 Tube Shafts, diameter            Screw Shaft, diameter            Is the tube shaft fitted with a continuous liner Yes  
 Bronze Liners, thickness in way of bushes            Thickness between bushes            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 at            If so, state type             
 Propeller, dia. 10-3" Pitch 10-6" No. of Blades 4 Material            Length of Bearing in Stern Bush next to and supporting propeller 35" whether Moveable            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             
 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             
 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  
 Ballast Pumps, No. and size One 6" x 4 1/4" x 6" Duplex. Lubricating Oil Pumps, including Spare Pump, No. and size             
 Are two independent means arranged for circulating water through the Oil Cooler            Suctions, connected both to Main Bilge Pumps and Auxiliary Bilge Pumps:—In Engine and Boiler Room 3 - 2 1/2" 1 - 2" (interior) In Pump Room            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            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 S.) Total Heating Surface of Boilers 2179 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?            If so, is a report now forwarded?             
 Can the donkey boiler be used for other than domestic purposes           

**PLANS.** Are approved plans forwarded herewith for Shafting            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 & SMITH LTD.  
A. S. Steadley DIRECTOR  
 Manufacturer.

During progress of work in shops - - *London*

Dates of Survey while building  
 During erection on board vessel - - - *1948: Jun 29, Sep 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" Sphulistic 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 *Slit* Test pressure *60 lb p* 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 places in good condition. Main bearing brasses examined.*

*The machinery Hull Report No 54837 + 54890 and Greenock Report No 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 Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee	£	:	:	When applied for,
Special	£	:	:	19
Donkey Boiler Fee	£	:	:	When received,
Travelling Expenses (if any)	£	:	:	19

*Weyrell*  
 Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 20 MAY 1949

Date

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. 15B 200lb Spt.

