

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

21 MAY 1948

Received at London Office

22 MAY 1948

Date of writing Report 19 When handed in at Local Office 19 Port of HULL.

No. in Survey held at HULL Reg. Book 5th Trawler BRACONGLLEN Date, First Survey 2.1.45. Last Survey 19.12.1945. (Number of Visits 17)

on the Admiralty No. 12694 (Cochrane Sub order No. 1289)

Built at Liverpool By whom built R. & A. Brown & Co. Ltd. Yard No. 377 Tons { Gross Net } When built 1949

Engines made at HULL By whom made Amos & Smith Ltd. Engine No. 746 When made 1945.

Boilers made at By whom made Boiler No. When made

Registered Horse Power Owners Port belonging to

Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which vessel is intended

ENGINES, &c.—Description of Engines. TRIPLE EXPANSION

Dia. of Cylinders 13 1/2" 23" 38" Length of Stroke 27" No. of Cylinders 3 Revs. per minute 3

Crank shaft, dia. of journals as per Rule 7 1/2" as fitted 7 3/8" Crank pin dia. 7 3/8" Mid. length breadth Crank webs shrunk Thickness parallel to axis 4 13/16" Mid. length thickness Thickness around eye-hole 3 15/16"

Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule as fitted

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 at If so, state type 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. Diameter Stroke Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Feed Pumps { No. and size How driven } Pumps connected to the Main Bilge Line { No. and size How driven }

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 In Pump Room In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine 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) Total Heating Surface of Boilers

Which Boilers are fitted with Forced Draft Which Boilers are fitted with Superheaters

No. and Description of Boilers Working Pressure 200 lb. (for Crankshaft)

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 domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting 17.7.39 Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval)

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

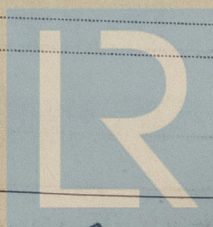
## SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

The foregoing is a correct description.

Manufacturer.



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During progress of work in shops - - { 1945. Jan 2. 29. Feb. 13. 16. 23. 24. Mar 5. 20. 21. June 3. 4. 11. July 18.  
Oct 27. 28. Dec. 15. 19.  
Dates of Survey while building { During erection on board vessel - - - {  
Total No. of visits 17.

Dates of Examination of principal parts—Cylinders 16/2/45 13/2/45 24/2/45 Slides 2. 1. 45. Covers 16/2/45 13/2/45 24/2/45  
Pistons 29-1-45. Piston Rods 5/3/45. Connecting rods 5/3/45.  
Crank shaft 29-1-45. Thrust shaft Intermediate shafts.  
Tube shaft Screw shaft Propeller.  
Stern tube Engine and boiler seatings Engines holding down bolts.

Completion of fitting sea connections.

Completion of pumping arrangements.

Boilers fixed.

Engines tried under steam.

Main boiler safety valves adjusted.

Thickness of adjusting washers.

Crank shaft material Steel

Identification Mark Lloyd's No 3880 TT. 17-3-44.

Thrust shaft material.

Identification Mark.

Intermediate shafts, material.

Identification Marks.

Tube shaft, material.

Identification Mark.

Screw shaft, material.

Identification Mark.

Steam Pipes, material.

Test pressure.

Date of Test.

Is an installation fitted for burning oil fuel.

Is the flash point of the oil to be used over 150° F.

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

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo.

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. If so, state name of vessel.

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

This engine has been constructed under Special Survey in accordance with the Rules, the Specification, and the Admiralty plans: of tested materials supplied by firms approved by the Society. The workmanship is good. It is eligible, in my opinion, to have the record + NE built 1945, and the Notation T3cy.13½,23,38-27

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

J. P. Coleman  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 20 MAY 1945

Assigned

See F.F. incl. rpt.



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