

Rpt. 4.

REPORT ON MACHINERY.

No. 30,510

Received at London Office

FRI. 10 MAY. 1918

Date of writing Report

19

When handed in at Local Office

9/5/18 Port of

Hull

No. in Survey held at
Reg. Book.

Hull

Date, First Survey 12-10-17

Last Survey

6-5-1918.

on the Steam Trawler "William Brady"

(Number of Visits) 40

Gross 290

Tons Net 119

Master

Built at Beverley

By whom built Cook, Welton & Gemmell Ltd. When built 1918-

Engines made at Hull

By whom made Amos & Smith Ltd. No 2935 when made 1918

Boilers made at Hull

By whom made Amos & Smith Ltd. No 2935 when made 1918.

Registered Horse Power

Owners British Admiralty

Port belonging to

Nom. Horse Power as per Section 28

87

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

Dia. of Cylinders 12½, 21, 35

Length of Stroke 26

Revs. per minute 114

Dia. of Screw shaft

as per rule 7.56

Material of screw shaft

Iron

Is 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

in 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

liners are fitted, is the shaft lapped or protected between the liners

Length of stern bush

34

Dia. of Tunnel shaft

as per rule 6.57

Dia. of Crank shaft journals

as per rule 6.9

Dia. of Crank pin

7½

Size of Crank webs

14½ x 4½

Dia. of thrust shaft under

collars

7½

Dia. of screw

9-6

Pitch of Screw

11-1½

No. of Blades 4

State whether moveable

no

Total surface

35½ ft

No. of Feed pumps 2

Diameter of ditto

2½

Stroke 12

Can one be overhauled while the other is at work

yes

No. of Bilge pumps 2

Diameter of ditto

2½

Stroke 12

Can one be overhauled while the other is at work

yes

No. of Donkey Engines 2+3

Sizes of Pumps

6x3x6 + 6x4x6

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

In Engine Room One 2" fore, one 2" aft, & one 2" bilge aft. In Holds, &c. One 2" from fore hold, one 2" from

slush well, also separate 2" ejecta suction from slush well.

No. of Bilge Injections 1

sizes 3½

Connected to condenser, or to circulating pump

pump

Is a separate Donkey Suction fitted in Engine room & size 2" & ejecta

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

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

What pipes are carried through the bunkers

Forward suction

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

yes

BOILERS, &c.—(Letter for record S)

Manufacturers of Steel

Messrs John Spencer & Sons Ltd.

Total Heating Surface of Boilers

1590 ft

Is Forced Draft fitted

no

No. and Description of Boilers one single ended

Working Pressure

180 lbs

Tested by hydraulic pressure to

360 lbs

Date of test

9-3-18

No. of Certificate 3278.

Can each boiler be worked separately

yes

Area of fire grate in each boiler

48.75

No. and Description of Safety Valves to

each boiler

Two spring loaded

Area of each valve

4.90

Pressure to which they are adjusted

185 lbs

Are they fitted with easing gear

yes

Smallest distance between boilers or uptakes and bunkers or woodwork

8"

Mean dia. of boilers

162"

Length

10-6½"

Material of shell plates

S

Thickness

1½"

Range of tensile strength

28/32

Are the shell plates welded or flanged

no

Descrip. of riveting: cir. seams

double

long. seams

TRDBS

Diameter of rivet holes in long. seams

1½"

Pitch of rivets

8"

Lap of plates or width of butt straps

17"

Per centages of strength of longitudinal joint

rivets 89.3

plate 85.5

Working pressure of shell by rules

180

Size of manhole in shell

16x12

Size of compensating ring

9x1½"

No. and Description of Furnaces in each boiler

3 plain

Material

S

Outside diameter

40½"

Length of plain part

top 81½

bottom 76

Thickness of plates

crown 25

bottom 32

Description of longitudinal joint

welded

No. of strengthening rings

yes

Working pressure of furnace by the rules

188

Combustion chamber plates: Material

S

Thickness: Sides

11/16

Back

21/32

Top

11/16

Bottom

7/8

Pitch of stays to ditto: Sides

9½x9½

Back

9x9

Top

9½x9½

If stays are fitted with nuts or riveted heads

nuts

Working pressure by rules

181

Material of stays

S

Area at smallest part

2.070

Area supported by each stay

90.250

Working pressure by rules

206

End plates in steam space:

Material

S

Thickness

11/16

Pitch of stays

17½x17

How are stays secured

D.N. & W.

Working pressure by rules

181

Material of stays

S

Area at smallest part

6.100

Area supported by each stay

295.0

Working pressure by rules

215

Material of Front plates at bottom

S

Thickness

31/32

Material of Lower back plate

S

Thickness

15/16

Greatest pitch of stays

14x9

Working pressure of plate by rules

219

Diameter of tubes

3½"

Pitch of tubes

5x44

Material of tube plates

S

Thickness: Front

31/32

Back

7/8

Mean pitch of stays

10"

Pitch across wide water spaces

14"

Working pressures by rules

184

Girders to Chamber tops: Material

S

Depth and

thickness of girder at centre

8½x1¾

Length as per rule

32

Distance apart

9½

Working pressure by rules

197

Steam dome: description of joint to shell

% of strength of joint

-

Diameter

yes

Thickness of shell plates

yes

Material

yes

Description of longitudinal joint

yes

Diam. of rivet holes

yes

Pitch of rivets

yes

Working pressure of shell by rules

yes

Crown plates

yes

Thickness

yes

How stayed

yes

SUPERHEATER. Type

yes

Date of Approval of Plan

yes

Tested by Hydraulic Pressure

yes

Date of Test

yes

Is a Safety Valve fitted to each Section of the Superheater which can be shut off from the Boiler

yes

Diameter of Safety Valve

yes

Pressure to which each is adjusted

yes

Is Easing Gear fitted

yes

1100-188800-168600

IS A DONKEY BOILER FITTED?

no

If so, is a report now forwarded?

SPARE GEAR. State the articles supplied:— Four top end bolts & nuts, two bottom end bolts & nuts; one set of coupling bolts & nuts, two main bearing bolts & nuts; one set of air feed & bilge pump valves; one set of piston studs & nuts; Four condenser tubes, three boiler tubes, one escape valve spring each side; two donkey pump suction & delivery valves; & a quantity of assorted bolts & nuts & iron of various sizes.

The foregoing is a correct description,

For AMOS & SMITH LTD.

S. H. Stinson Manufacturer.

SECRETARY.

Dates of Survey while building { During progress of work in shops - - 1917:— Oct 12, 22, Nov 17, 23, Dec 3, 8, 10, 12, 13, 15, 24, 29, 1918:— Jan 10, 11, 16, 22, 29, Feb 1, 7, 8, 11, 15, 18, 21, Mar 5, 6, 9, 12, 15, 20, 25, Apr 4, 11, 13, 20, 25, 29, May 2, 3, 6
During erection on board vessel - - -
Total No. of visits 40

Is the approved plan of main boiler forwarded herewith

no

" " " donkey " " "

✓

Dates of Examination of principal parts—Cylinders 22-1-18 Slides 7-2-18 Covers 11-1-18 Pistons 22-1-18 Rods 29-1-18
Connecting rods 29-1-18 Crank shaft 5-3-18 Thrust shaft 5-3-18 Tunnel shafts ✓ Screw shaft 12-12-17 Propeller 12-12-17
Stern tube 12-12-17 Steam pipes tested 11-4-18 Engine and boiler seatings 13-12-17 Engines holding down bolts 4-4-18
Completion of pumping arrangements 29-4-18 Boilers fixed 4-4-18 Engines tried under steam 20-4-18
Completion of fitting sea connections 13-12-17 Stern tube 13-12-17 Screw shaft and propeller 13-12-17
Main boiler safety valves adjusted 20-4-18 Thickness of adjusting washers $\frac{3}{8}$ P & S.
Material of Crank shaft Iron Identification Mark on Do. 5-3-18 Material of Thrust shaft Iron Identification Mark on Do. 1861 GA.
Material of Tunnel shafts ✓ Identification Marks on Do. ✓ Material of Screw shafts Iron Identification Marks on Do. 1842 GA.
Material of Steam Pipes S.D. Copper Test pressure 360 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

✓

Is this machinery duplicate of a previous case yes If so, state name of vessel "Joseph Button" Hull Rept 30492

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 & the rules of this Society. The materials & workmanship are good; the boiler & steam pipes have been tested as above & found sound & good. The machinery has been properly fitted & secured on board the vessel, & on completion was tested at full power for two hours as required by the Admiralty, & found satisfactory. The safety valves have been adjusted under steam & tested for accumulation, which did not exceed 190 lbs. In my opinion the vessel is eligible for the record - LMC 5, 18

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 5. 18.

AWD 11/5/18. *GRK*

For Geo. Allen & Self.
P. Fitzgerald.

Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 2 : - :
Special ... £ 26 : 2 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 8.5.1918
When received, 9/5/1918

Committee's Minute

Assigned

THE MAY 14 1918
+ LMC 5. 18



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Foundation