

Date of writing Report 20.8.30

When handed in at Local Office 21 Aug 30

Port of Hull

Received at London Office 22 AUG 1930

No. in Survey held at 74777 on the Knottingley

Reg. Book. Single

Date, First Survey 5 May

Last Survey 20 Aug 1930

Number of Visits

74777 on the Knottingley Single Screw vessel

JOHN HARKER

Tons Gross 142.78

Net 70.30

Built at Knottingley By whom built Messrs John Barker Ltd Yard No. 34 When built 1930

Engines made at Keighley By whom made Messrs H. Widdop & Co Ltd Engine No. 2899 When made 1930

Donkey Boilers made at By whom made Boiler No. ✓ When made ✓

Brake Horse Power 150 Owners John Barker Ltd Port belonging to Hull

Nom. Horse Power as per Rule 43 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

Trade for which vessel is intended

OIL ENGINES, &c.—Type of Engines 2 or 4 stroke cycle Single or double acting

Maximum pressure in cylinders Diameter of cylinders Length of stroke No. of cylinders No. of cranks

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge Is there a bearing between each crank

Revolutions per minute Flywheel dia. Weight Means of ignition Kind of fuel used

Crank Shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank Webs Mid. length breadth M. d. length thickness Thickness parallel to axis Thickness around eyehole

Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted Thrust Shaft, diameter at collars as per Rule as fitted

Tube Shaft, 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

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

Method of reversing Engines Is a governor or other arrangement fitted to prevent racing of the engine when declutched Means of lubrication

Thickness of cylinder liners Are the cylinders fitted with safety valves Are the exhaust pipes and silencers water cooled or lagged with non-conducting material

If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

Cooling Water Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Bilge Pumps worked from the Main Engines, No. one Diameter 3 1/2" Stroke 3" Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and Size one 3 1/2" x 3" & auxiliary centrifugal pump. How driven off main engine, off auxiliary engine

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, No. and size:—In Machinery Spaces 2 @ 2" In Holds, &c. 2" dia fore peak tank 2" to each cofferdam. See Mr 1019/30

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 yes Are the Bilge Suctions in the Machinery Spaces 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 platform 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

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 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 No 74054

If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Main Air Compressors, No. No. of stages Diameters Stroke Driven by

Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

Small Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

Scavenging Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule as fitted

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule

Can the internal surfaces of the receivers be examined What means are provided for cleaning their inner surfaces

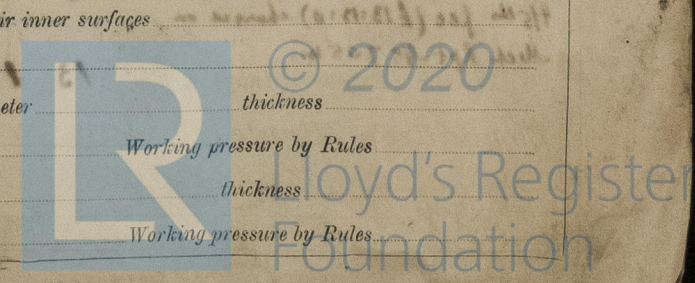
Is there a drain arrangement fitted at the lowest part of each receiver

High Pressure Air Receivers, No. Cubic capacity of each Internal diameter thickness

Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

Starting Air Receivers, No. Total cubic capacity Internal diameter thickness

Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules





IS A DONKEY BOILER FITTED? *no*

If so, is a report now forwarded? *✓*

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

Receivers *✓*

Separate Tanks *✓*

Donkey Boilers *✓*

General Pumping Arrangements *yes*

Oil Fuel Burning Arrangements *✓*

### SPARE GEAR

*please see attached Manchester Report No 7054.*

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops - -  
During erection on board vessel - -  
Total No. of visits *6.*

*1930. May 5. June 30. July 9. Aug 8. 12. 20.*

Dates of Examination of principal parts—		Cylinders	Covers	Pistons	Rods	Connecting rods			
Crank shaft	<i>✓</i>	Flywheel shaft	<i>✓</i>	Thrust shaft	<i>✓</i>	Intermediate shafts	<i>✓</i>	Tube shaft	<i>✓</i>
Screw shaft	<i>✓</i>	Propeller	<i>5. 5. 30</i>	Stern tube	<i>✓</i>	Engine seatings	<i>20. 6. 30</i>	Engines holding down bolts	<i>30. 6. 30</i>
Completion of fitting sea connections.		<i>5. 5. 30</i>	Completion of pumping arrangements		<i>20. 8. 30</i>	Engines tried under working conditions		<i>12. 8. 30</i>	
Crank shaft, Material	<i>✓</i>	Identification Mark	<i>✓</i>	Flywheel shaft, Material	<i>✓</i>	Identification Mark	<i>✓</i>		
Thrust shaft, Material	<i>✓</i>	Identification Mark	<i>✓</i>	Intermediate shafts, Material	<i>✓</i>	Identification Marks	<i>✓</i>		
Tube shaft, Material	<i>✓</i>	Identification Mark	<i>✓</i>	Screw shaft, Material	<i>✓</i>	Identification Mark	<i>✓</i>		

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

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with *yes*

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 *✓*

Is this machinery duplicate of a previous case *yes*. If so, state name of vessel

*"William Kipping"*

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

*— please see Manchester Report No 7054 —*

*This engine has been satisfactorily fitted on board, tried under full working conditions & all found in good order. It is eligible in my opinion to have Record of + L.M.C. 8. 30*

*W.H.W.*

The amount of Entry Fee ... £

Special ... *1/5* ... £ *3*

Donkey Boiler Fee ... £

Travelling Expenses (if any) £

When applied for,

When received,

Committee's Minute

Assigned

TUE. 9 SEP 1930

*+ L.M.C. 8-30 Elec Light*

TUE. 11 NOV 1930

Engineer Surveyor to Lloyd's Register of Shipping.

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CERTIFICATE WRITTEN: