

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

Date of writing Report 12/10. 1947 When handed in at Local Office 13/10. 1947 Port of Bergen
 Date, First Survey 9/3 - 1946 Last Survey 17/9 1947
 No. in Survey held at Lervik and Bergen (Number of Visits 9)
 Gross Tons 506.
 Net Tons 210.
 on the Steel screw steamer "BONITA" ex A/S. & M/s Trawler "KITTERN"
 When built 1943.
 Built at Beverley By whom built Cook, Walton & Gemmell Ltd. Yard No. 720.
 Engines made at Hull By whom made C. D. Holmes & Co. Ltd. Engine No. 1660. When made 1943.
 Boilers made at Hull By whom made C. D. Holmes & Co. Ltd. Boiler No. When made 1943.
 Registered Horse Power Owners AHLGREN & CAPPELEN Port belonging to OSLO
 m. Horse Power as per Rule 159. Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes
 made for which Vessel is intended Norway - Italy

GINES, &c.—Description of Engines Triple expansion
 No. of Cylinders 3 Length of Stroke 36" No. of Cranks 3 Revs. per minute 150
 as per Rule ✓ as fitted ✓ Mid. length breadth ✓ Thickness parallel to axis ✓
 Crank webs ✓ Mid. length thickness ✓ Thickness around eye-hole ✓
 Intermediate Shafts, diameter as per Rule ✓ as fitted ✓ Thrust shaft, diameter at collars as per Rule ✓ as fitted ✓
 Is the tube shaft fitted with a continuous liner NO LINER
 Is the after end of the liner made watertight in the NO
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ✓
 Is an approved Oil Gland or other appliance fitted at the after end of the tube ✓
 Length of Bearing in Stern Bush next to and supporting propeller 30 sq. feet
 No. of Blades 3 Material C. Iron whether Moveable No
 Can one be overhauled while the other is at work Yes
 Diameter 2 1/2" Stroke 15"
 Can one be overhauled while the other is at work Yes
 No. and size 1 2-2 1/2" x 15" 1-6" x 5 1/2" x 15"
 How driven Steam Main engine Steam
 Lubricating Oil Pumps, including Spare Pump, No. and size ✓
 Suctions, connected to both Main Bilge Pumps and Auxiliary ✓
 In Engine and Boiler Room E. Room aft 1-2" port, 1-2" Starboard, Stokehold 1-2" port, 1-2" Starboard, Tunnel 1-2"
 In Holds, &c. 1-2 1/4" FORP. AFT. REF. CHAMBER. 1-2" from closed drain tank
 From steering gear space 2" to tunnel well with self closing cock.
 Independent Power Pump Direct Suctions to the Engine Room Bilges, Yes
 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 they fitted with Valves or Cocks Both
 Are the Overboard Discharges above or below the deep water line below
 Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes
 How are they protected ✓
 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 No worked from ✓
MAIN BOILERS, &c.— (Letter for record ✓) Total Heating Surface of Boilers as before
 Working Pressure 200 LB/IN²
 Is Forced Draft fitted Yes No. and Description of Boilers 1 - Single-ended
IS A REPORT ON MAIN BOILERS NOW FORWARDED? No
IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? ✓
 Is the donkey boiler intended to be used for domestic purposes only ✓
PLANS. Are approved plans forwarded herewith for Shafting ✓ Main Boilers ✓ Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval) APPROVED LONDON 14/10-46 & 7/3-47 Oil fuel Burning Piping Arrangements 14/10 & 25/10-46
 Superheaters ✓ General Pumping Arrangements 14/10-46 & 7/3-47

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes all except spare propellers & 2 sets spare metallic packing for piston rods.
 State the principal additional spare gear supplied 1 main bearing, 2 eccentric straps, 2 eccentric rods, 2 slide valve spindles, 1 set M.P. & L.P. piston rings.

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register

009789-009795-0189

During progress of work in shops - -

Dates of Survey while building BEING CONVERTED.

CONVERSION

During erection on board vessel - -

Total No. of visits

9/8-46, 5/6, 5/8, 6/8, 8/8, 14/8, 15/8, 18/8, 12/9, 17/9-47.

10.

Dates of Examination of principal parts—Cylinders

9/8-46

Slides

9/8-46

Covers

9/8-46

Pistons

9/8-46

Piston Rods

9/8-46

Connecting rods

9/8-46

Crank shaft

9/8-46

Thrust shaft

9/8-46

Intermediate shafts

9/8-46

Tube shaft

✓

Screw shaft

14/8-47.

Propeller

14/8-47.

Stern tube

14/8-47.

Engine and boiler seatings

6/8-47.

Engines holding down bolts

6/8-47.

Completion of fitting sea connections

Completion of pumping arrangements

12/9-47.

Boilers fixed

✓

Engines tried under steam

17/9-47

Main boiler safety valves adjusted

17/9-47.

Thickness of adjusting washers

✓

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

✓

Test pressure

400 LB/IN²

Date of Test

9/8-46.

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

A/S & M/s Trawlers of Islay class.

General Remarks (State quality of workmanship, opinions as to class, &c. This vessel has been converted for cargo carrying purposes and the pumping arrangement has been modified and fitted in accordance with approved plans dated London 14/10-46 & 5/2 & 7/3-47 and in conformity with the Rules. The boiler has been fitted for burning oil fuel and the arrangements have been fitted in accordance with approved plans dated London 14/10 & 25/10-46 and in conformity with the Rules and all conditions on approved plans have been complied with. The oil fuel burning units have been taken from the Whaler "GLOBE 1" and is of White design and they have been overhauled and placed in good working order. The materials and workmanship are good. On completion the machinery was found satisfactory when seen under full working conditions. The boiler safety valves adjusted under steam. Spare gear supplied as on other side. 1 copy of Cert. B.1 has been sent to the Oslo Surveyors.

The amount of Entry Fee ... £ 200.- :

Special SURVEY " ... £ 400.- :

Donkey Boiler Fee ... £ :

Travelling Expenses (if any) £ 325.- :

When applied for,

4/10 1947.

When received,

10/10 1947.

S.A. Ride.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

2 JAN 1948

Assigned

See minute on Bgm 2180