

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

15 OCT 1947

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 Lerwick and Bergen (Number of Visits 9)  
 on the Steel screw steamer "BONITA" ex A/S. & M/S Trawler "KITTERN" Tons { Gross 506  
 Net 210  
 Built at Beverley By whom built Cook, Walton & Gemmell Ltd. Yard No. 720 When built 1943  
 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  
 Net Horse Power as per Rule 159 Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes  
 Trade for which Vessel is intended Norway - Italy

**ENGINES, &c.**—Description of Engines Triple expansion Revs. per minute ✓  
 No. of Cylinders ✓ No. of Cranks ✓  
 Length of Stroke ✓ Mid. length breadth shrunk Thickness parallel to axis ✓  
 Crank webs ✓ Mid. length thickness ✓ Thickness around eye-hole ✓  
 Crank shaft, dia. of journals as per Rule Crank pin dia. ✓ Thrust shaft, diameter at collars as per Rule  
 Intermediate Shafts, diameter as fitted as fitted  
 Main Shafts, diameter as per Rule Screw Shaft, diameter as fitted Is the tube shaft fitted with a continuous liner { NO LINER  
 as fitted 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 ✓  
 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 ✓  
 Length of Bearing in Stern Bush next to and supporting propeller ✓  
 Propeller, dia. 8'-9" Pitch 9'-4" No. of Blades 3 Material C. Iron whether Moveable No. Total Developed Surface 30 sq. feet  
 Main Engines, No. ✓ Diameter ✓ Stroke ✓ 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 Yes  
 Pumps connected to the Main Bilge Line { No. and size 2-2 1/2" x 15" How driven main engine Steam

Lubricating Oil Pumps, including Spare Pump, No. and size ✓  
 Oil Cooler ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary ✓  
 Bilge Pumps: In Engine and Boiler Room E. Room aft 1-2" port, 1-2" starboard, stokehold 1-2" port, 1-2" starboard, funnel 1-2"  
 In Pump Room 1-2" led along deck In Holds, &c. 1-2 1/4" FORP. AFT. REF. CHAMBER. 1-2" from closed drain tank  
 Handpump suction. From steering gear space 2" to funnel well with self closing cocks.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-5" 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 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 stokehold plates Yes Are the Overboard Discharges above or below the deep water line below  
 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 pass through the bunkers None How are they protected ✓  
 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 Yes Is it fitted with a watertight door No worked from ✓

**MAIN BOILERS, &c.**—(Letter for record ✓) Total Heating Surface of Boilers As before  
 Is Forced Draft fitted Yes No. and Description of Boilers 1 - Single-ended Working Pressure 200 LB/IN<sup>2</sup>  
**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 Foundation

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Rpt. 13.  
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Dates of Survey while building BEING CONVERTED.  
 During progress of work in shops - - ✓  
 CONVERSION  
 During erection on board vessel - - - 9/8-46, 5/6, 5/8, 6/8, 8/8, 14/8, 15/8, 18/8, 12/9, 17/9-47.  
 Total No. of visits 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/IN<sup>2</sup> 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.

Certificate to be sent to  
 The Surveyors are requested not to write on or below the space for Committee's Minute.)

CONVERSION			
The amount of Entry Fee ...	£ 200.-	:	When applied for,
Special SURVEY "	£ 400.-	:	4/10 1947
Donkey Boiler Fee ...	£ :	:	When received,
Travelling Expenses (if any)	£ 325.-	:	10/10 1947

ABOVE FEES ETC. INCLUDED IN RPT. 9.

S. A. Ride  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
 Assigned See minute on Bgm 2180

FRI 2 JAN 1948

