

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office **29 AUG 1952**

Date of writing Report **25 AUG 1952** When handed in at Local Office **HULL** Port of **HULL**

To. in Survey held at **Hull** Date, First Survey **31. 8. 51** Last Survey **7. 7. 19 52**
 Reg. Book (Number of Visits **24**)

on the **S. Se Steam Trawler CAPE SAMBRO** Tons Gross **399** Net **135**
 When built **1952**

Built at **Selby** By whom built **Cochrane & Sons Ltd** Yard No. **1379**
 Engines made at **Hull** By whom made **Amos & Smith Ltd** Engine No. **833** When made **1952**
 Boilers made at **Hull** By whom made **" & "** Boiler No. **833** When made **1952**

Registered Horse Power **124-MN.** Owners **National Sea Products Ltd** Port belonging to **Halifax N.S.**

Is Refrigerating Machinery fitted for cargo purposes **Yes** Is Electric Light fitted **Yes**

Use for which vessel is intended **Ocean going trawler**

GINES, &c. Description of Engines **Triple expansion steam reciprocating** Revs. per minute **123**

No. of Cylinders **3** Length of Stroke **26"** No. of Cranks **3**

Crank shaft, dia. of journals **7 3/4"** as per Rule **approved** Crank pin dia. **7 3/4"** Mid. length breadth **14 1/16"** Thickness parallel to axis **4 3/4"**
 as fitted **7 3/4"** Crank webs **4 3/4"** shrunk Thickness around eye-hole **3 19/32"**

Intermediate Shafts, diameter **7 1/4"** as per Rule **approved** Thrust shaft, diameter at collars **7 3/4"** as fitted **7 3/4"**

Propeller Shafts, diameter **8 1/4"** as per Rule **approved** as fitted **8 1/4"** Is the **tabe screw** shaft fitted with a continuous liner **yes**

Bronze Liners, thickness in way of bushes **9/16"** as per Rule **approved** Thickness between bushes **9/16"** as fitted **9/16"** Is the after end of the liner made watertight in the propeller boss **Yes**

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 **—**

Propeller, dia. **10.5'** Pitch **10.25/7.96** No. of Blades **4** Material **Bronze** whether Moveable **No** Total Developed Surface **34.45** sq. feet

Main Engines, No. **One** Diameter **2 7/8"** Stroke **13"** Can one be overhauled while the other is at work **Yes**

Auxiliary Engines, No. **One** Diameter **2 7/8"** Stroke **13"** Can one be overhauled while the other is at work **Yes**

Pumps connected to the Main Bilge Line (No. and size **One 2 7/8" x 13" - One 6" x 4 1/4" x 6" - One 3" ejector**) How driven **Main engine Duplex steam**

Lubricating Oil Pumps, including Spare Pump, No. and size **—**

Oil Cooler **—** Suctions, connected both to Main Bilge Pumps and Auxiliary Pumps:—In Engine and Boiler Room **3- 2" and 1- 3" to ejector.**

In Holds, &c. **1- 2" to each of cofferdam & fore hold**

Water Circulating Pump Direct Bilge Suctions, No. and size **One - 4"** Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, and size **One - 3"**

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 or to welded boxes** Are they fitted with Valves or Cocks **Yes**

Are the Overboard Discharges above or below the deep water line **above**

Are the Blow Off Cocks fitted with a spigot and brass covering plate **Yes**

Pipes pass through the bunkers **None** How are they protected **—**

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 **Part of ER** Is it fitted with a watertight door **—** worked from **—**

MAIN BOILERS, &c. (Letter for record **S**) Total Heating Surface of Boilers **2040 + 715 = 2755** sq. ft.

Which Boilers are fitted with Forced Draft **Sole** Which Boilers are fitted with Superheaters **sole**

Description of Boilers **One S.E. cylindrical multitubular** Working Pressure **210 lbs/sq.in.**

REPORT ON MAIN BOILERS NOW FORWARDED? **Yes**

DONKEY BOILER FITTED? **No** If so, is a report now forwarded? **—**

Can the donkey boiler be used for other than domestic purposes **—**

Are approved plans forwarded herewith for Shafting **18-4-51** Main Boilers **13-2-52** Auxiliary Boilers **—** Donkey Boilers **—**

Superheaters **20-7-51** General Pumping Arrangements **8-3-51** Oil fuel Burning Piping Arrangements **13-7-51**

SPARE GEAR.

Is the spare gear required by the Rules been supplied **Yes**

What is the principal additional spare gear supplied **No major item**

Max. designed I.H.P. @ **— rpm —**

" service I.H.P. @ **680 rpm 125**

The foregoing is a correct description.

For AMOS & SMITH LTD.
A.S. Newley Manufacturer.

Lloyd's Register Foundation
 010428-010439-0117

ADU 5.9.52

Dates of Survey while building

During progress of work in shops - - 1951. Aug 31, Oct. 22, 23, 25, Nov. 2, 15, 16, Dec. 5, 17;
 1952. Jan. 1, 10, 29. Feb. 14, 20, Mar 31.
 During erection on board vessel - - - 1952. Apr. 17, June 9, 11, 13, 18, 21, 26, July 1, 7.
 Total No. of visits. 24

Dates of Examination of principal parts—Cylinders HP 15/11/51 MP 22/10/51 LP 15/11/51 Slides 1-1-52 Covers 15/11/51, 22/10/51, 15/11/51
 Pistons 14/2/52 Piston Rods 14/2/52 Connecting rods 14/2/52
 Crank shaft 14/2/52 Thrust shaft 31/8/51 Intermediate shafts 25/10/51
 Tube shaft - Screw shaft 2/11/51 Propeller 20/2/52
 Stern tube 20/2/52 Engine and boiler seatings X 10/1/52 July 1952 Engines holding down bolts 26/6/52
 Completion of fitting sea connections X 13/11/51 Nov 1951
 Completion of pumping arrangements 26/6/52 Boilers fixed 26/6/52 Engines tried under steam 7/7/52
 Main boiler safety valves adjusted 1/7/52 Thickness of adjusting washers P 7/16 S 7/16 Spt. 13/32
 Crank shaft material Forged steel Identification Mark See note below Thrust shaft material Forged steel Identification Mark 3087 KF 4/7
 Intermediate shafts, material Forged steel Identification Marks 3317 KF 12/10/51 RRH 25/10/51 Tube shaft, material - Identification Mark RRH 31/8/51
 Screw shaft, material Forged steel Identification Mark 3280 KF 26/9/51 RRH 2/11/51 Steam Pipes, material Steel Test pressure 630 lbs. Date of Tests 18 & 21/6/51
 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 S/r Cape Beaver Rept N° 57854

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 Secretary's letters, approved plans and the Rules.

The materials and workmanship are good.
 On completion the main and auxiliary machinery was examined under working conditions and found in order.

The machinery is eligible in our opinion to have the notation:-
 + L.M.C. 7,52 C.L. 3 cyl. 13 1/2", 22 3/4", 37" - 26
 210 lb. I.S.B. (Spt.)
 3 c.f. H.S. 2755 sq. ft. F.D.
 Fitted for O.F. 7,52 F.P. above 150° F.

Crankshaft:- Lloyds 3281 KF 26/9/51 3489 KF 28/11/51 3355-6, 3466, 7, 8, 9 KF 19/11/51
 F.A.M. 14/2/52

3.9.52

Certificate to be sent to

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

The amount of Entry Fee	£	:	:	When applied for,
Special	£	76	8	2 BAUGER 19
Donkey Boiler Fee	£	:	:	When received,
Travelling Expenses (if any)	£	:	:	19

F.A. Macfarlane & R.R. Hoffman
 Engineer Surveyor to Lloyd's Register of Shipping

Date FRI. 19 SEP 1952

Committee's Minute + LMC 7,52

FITTED FOR OIL FUEL 7,52 FLASH POINT ABOVE 150° F. FD CL 1SB 210/6 Spt.



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