

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office. 29 AUG 1952

Date of writing Report 19 25 AUG 52 When handed in at Local Office 25 AUG 52 Port of Hull

To. in Survey held at Hull Date, First Survey 31. 8. 51 Last Survey 7. 7. 52

Reg. Book (Number of Visits 24)

on the S. Sc Steam Trawler CAPE SAMBRO Tons Gross 399 Net 135

built at Selby By whom built Cochrane & Sons Ltd Yard No. 1379 When built 1952

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

ade for which vessel is intended Ocean going trawler

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

a. of Cylinders 13 1/2 22 3/4 37 Length of Stroke 26 No. of Cylinders 3 No. of Cranks 3

ank shaft, dia. of journals as per Rule approved as fitted 7 3/4 Crank pin dia. 7 3/4 Mid. length breadth 14 1/2 Thickness parallel to axis 4 3/4

Intermediate Shafts, diameter as per Rule approved as fitted 7 1/4 Crank webs Mid. length thickness 4 3/4 shrunk Thickness around eye-hole 3 1/2

Thrust shaft, diameter at collars as per Rule approved as fitted 7 3/4

be Shafts, diameter as per Rule approved as fitted 8 1/4 T.O.C. Is the shaft fitted with a continuous liner Yes

onze Liners, thickness in way of bushes as per Rule approved as fitted 9/16 Thickness between bushes as per Rule approved 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

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

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

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

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

ed No. and size One 2 7/8 x 13 One 6 x 4 1/4 x 6 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 Main Bilge Line How driven Main engine Duplex steam Steam

last Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size

two independent means arranged for circulating water through the Oil Cooler Suctions, connected both to Main Bilge Pumps and Auxiliary

re Pumps:—In Engine and Boiler Room 3-2" and 1-3" to ejector In Holds, &c. 1-2" to each of cofferdam & fore hold

Pump Room 2-2" to fish room slushwells

n 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

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

all Sea Connections fitted direct on the skin of the ship Yes or to welded boxes Are they fitted with Valves or Cocks Yes

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 above

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

t Pipes pass through the bunkers None How are they protected

t pipes pass through the deep tanks Have they been tested as per Rule

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes

e 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

partment to another Yes Is the Shaft Tunnel watertight Part of ER Is it fitted with a watertight door worked from

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

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

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

A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

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

he donkey boiler be used for other than domestic purposes

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

(If not state date of approval)

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

## SPARE GEAR.

the spare gear required by the Rules been supplied Yes

the principal additional spare gear supplied No major item

Max. designed I.H.P. @ - rpm -

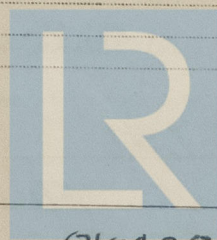
" service I.H.P. @ 680 rpm 125

The foregoing is a correct description.

For AMOS &amp; SMITH LTD.

A.S. Newley

Manufacturer.



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010428-010439-0117



Dates of Survey while building

During progress of work in shops -- 1951. Aug 31, Oct. 22, 23, 25, Nov. 2, 5, 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 18.2.1/6

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 13½", 22¾", 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.

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

Date

FRI. 19 SEP 1952

Committee's Minute + LMC 7.52

FITTED FOR OIL FUEL 7.52 FLASH POINT ABOVE 150°F.

FD CL 15B 210 lb Spt.



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Foundation

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