

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 23 OCT 1928

Date of writing Report 10-10-1928 When handed in at Local Office 19 Port of Rotterdam

No. in Survey held at Rotterdam Date, First Survey 10-11-19 Last Survey 10-10-1928

Reg. Book. on the Steel screw steam trawler "PESCADOR PRIMEIRO" (Number of Visits 20)

Gross 35.32 Tons Net 143.40

Built at R'dam By whom built Wilton's Slipways, Eng Co Yard No. 209 When built 20-21

Engines made at R'dam By whom made S.O. Engine No. 421 when made S.O.

Boilers made at S.O. By whom made S.O. Boiler No. 725 when made S.O.

Registered Horse Power Owners Sociedad de Pesca d'arrasto Lda. Port belonging to Lisboa

Nom. Horse Power as per Rule 96 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted no

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines triple expansion engine Revs. per minute 96.

Dia. of Cylinders 14" x 23 1/2" x 37 1/2" Length of Stroke 25" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 7 3/4" Crank pin dia. 7 3/4" Crank webs Mid. length breadth 11 1/8" Thickness parallel to axis 4 7/8" shrutek

as fitted 7 3/4" Mid. length thickness 4 7/8" Thickness around eye-hole 3 3/4"

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

as fitted 7 1/4" as fitted 7 3/4"

Tube Shafts, diameter as per Rule 8" Screw Shaft, diameter as per Rule 8" Is the tube shaft fitted with a continuous liner Yes

as fitted 8" as fitted 8"

Bronze Liners, thickness in way of bushes as per Rule 9 1/2" - 1 1/2" Thickness between bushes as per Rule 1 1/2" Is the after end of the liner made watertight in the propeller boss Yes

as fitted 9 1/2" - 1 1/2" as fitted 1 1/2"

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

Length of Bearing in Stern Bush next to and supporting propeller 2'-9"

Propeller, dia. 9'-6" Pitch 12'-0" No. of Blades 4 Material C.I. whether Moveable Total Developed Surface 31 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 13 1/2" Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 13 1/2" Can one be overhauled while the other is at work Yes

Feed Pumps No. and size 1. a 6" x 4" x 6" Pumps connected to the Main Bilge Line No. and size 6" x 4 1/2" x 6"

How driven steam How driven steam

Ballast Pumps, No. and size 6" x 4 1/2" x 6" 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;—In Engine and Boiler Room 2 a 2" ejector a 2"

In Holds, &c. fish hold 1 a 2" fore ship 1 a 2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 a 4" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 a 2"

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 Valves & cocks

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 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 yes

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 none Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 1710 sq. ft.

Is Forced Draft fitted no No. and Description of Boilers one multitubular ISB Working Pressure 190 lb.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

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

PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers no Auxiliary Boilers Donkey Boilers

(If not state date of approval) 14-5-19 9-8-20

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—two bearing bolts and nuts, 2 top end bolts and nuts, 2 bottom end bolts and nuts, 6 coupling bolts and nuts, one set of feed and bilge-pump valves, a set of piston rings, a quantity of assorted bolts and nuts and iron of various sizes.

The foregoing is a correct description,  
Wilton's Engineering & Slipway Co.

M. Milton.

Manufacturer.



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Foundation

011316-011329-0216



Dates of Survey while building  
 During progress of work in shops - - 10-19-20/11-19, 19/10-20, 26/10-20 20/11-20 22/3-21, 3/3-21  
 During erection on board vessel - - 2/4-21 8/4-21 19/4-21 25/4-21  
 25/4-21 20/8-20 4-6-10-14/9-20 9-10/10-20.  
 Total No. of visits 20.

Dates of Examination of principal parts—Cylinders 19/10-20/11-20 Slides 20/11-3/3-20 Covers 20/11-24/3-20  
 Pistons 3/3-20 Piston Rods 20/11-3/3-20 Connecting rods 20/11-3/3-20  
 Crank shaft 10-19-21/11-19 Thrust shaft 10-19-21/11-19 Intermediate shafts 18-19-21/11-19  
 Tube shaft ✓ Screw shaft 10-19/11-19 22/3-20 Propeller 25/4-21  
 Stern tube 2/4-25/7-21. Engine and boiler seatings 25/4-21 Engines holding down bolts 25/4-21  
 Completion of fitting sea connections 0-4-21.  
 Completion of pumping arrangements 24-9-20 Boilers fixed 25-7-21 Engines tried under steam 9-10-20  
 Main boiler safety valves adjusted 9-10-20 Thickness of adjusting washers No. 1-10<sup>mm</sup>. No. 2-9<sup>1</sup>/<sub>2</sub><sup>mm</sup>.  
 Crank shaft material S.M. Steel. Identification Mark FNB. 21-11-19 Thrust shaft material S.M. steel Identification Mark FNB. 21-11-19  
 Intermediate shafts, material FNB. 21-11-19 Identification Marks S.M. steel. Tube shaft, material ✓ Identification Mark ✓  
 Screw shaft, material S.M. steel Identification Mark C13. 22-3-21 Steam Pipes, material Copper. Test pressure 300 lb Date of Test 6-10-20  
 Is an installation fitted for burning oil fuel no Is the flash point of the oil to be used over 150°F. ✓  
 Have the requirements of the Rules for the use of oil as fuel been complied with ✓  
 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 no. If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery and boiler have been made in accordance with the Society's Rules, approved plans and Secretary's letters. Material tested as required and workmanship good. The whole was found in a good condition during a trial trip on the River Maas and I am of opinion that this vessel is eligible to be recorded in the Society's Register Book with \* L.M.C. 10-20. C.L.

It is submitted that this vessel is eligible for THE RECORD. + LMC 10-28 C.L.

Date of construction 1928.

2/11/28.

The amount of Entry Fee ... £ 24.00  
 Special ... £ 200.00  
 Donkey Boiler Fee ... £ 12.50  
 Travelling Expenses (if any) £ 0.50  
 When applied for, 12/11/2019  
 When received, 5-11-28

Committee's Minute

Assigned

TUE 6 NOV 1923

Thine 10.28

CHB Bourse  
 Engineer Surveyor to Lloyd's Register of Shipping.



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