

REPORT ON OIL ENGINE MACHINERY.

No. 58164

Received at London Office

8-MAR-1952

HULL

When handed in at Local Office 7-MAR-1952 Port of Hull

Survey held at Hull.

Date, First Survey 16.1.52

Last Survey 24.2.1952

Number of Visits 14

on the ~~Deck~~ ~~Trips~~ ~~Quadrants~~ Single Screw vessel Motor Trawler "DAUNTLESS STAR"

Tons Gross 132 Net 42

Selby. By whom built Cochrane & Sons, Ltd.

Yard No. 1331 When built 1948

made at Manchester. By whom made Crossley Bros. Ltd.

Engine No. 129739 When made 1942

Boilers made at - By whom made -

Boiler No. - When made -

orse Power 375 Owners Boston Deep Sea Fishing & Ice Co. Ltd.

Port belonging to Lowestoft.

orse Power as per Rule 75 MN Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

which vessel is intended Fishing.

GINES, &c. Type of Engines H.R.L. 6 vertical solid injection, 2 or 4 stroke cycle 2 Single or double acting Single

ressure in cylinders 850 lbs.

ated Pressure 76 lbs/sq. inch. Diameter of cylinders 10 1/2" Length of stroke 13 1/2" No. of cylinders 6 No. of cranks 6

rings, adjacent to the Crank, measured from inner edge to inner edge 14 11/16" Is there a bearing between each crank Yes

per minute 340 Flywheel dia. 37 3/4" Weight 881 lbs. Means of ignition Compression Kind of fuel used Diesel oil

Solid forged dia. of journals as per Rule Approved. as fitted 7 1/2" Crank pin dia. 7 1/4" Crank Webs Mid. length breadth 9 1/2" Mid. length thickness 3 23/32" shrunk Thickness parallel to axis - Thickness around eyehole -

Mounted on end of Crankshaft. Shaft, diameter as per Rule Approved. as fitted - Intermediate Shafts, diameter as per Rule Approved. as fitted 6" Thrust Shaft, diameter at collars as per Rule Approved. as fitted 4 3/4"

ft, diameter as per Rule - as fitted - Screw Shaft, diameter as per Rule Approved. as fitted 6.5/16" the tube screw shaft fitted with a continuous liner No

ers, thickness in way of bushes as per Rule - as fitted - Thickness between bushes as per Rule - as fitted - Is the after end of the liner made watertight in the

s - If the liner is in more than one length are the junctions made by fusion through the whole thickness of 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 -

s 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

If so, state type Vickers. Length of Bearing in Stern Bush next to and supporting propeller 2'-2" ✓

dia. 5.7 ✓ Pitch 3.97/3.18 No. of blades 4 Material Bronze whether Moveable No Total Developed Surface 11.3 sq. feet

reversing Engines Direct Comp Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication Exhaust manifold water cooled.

d Thickness of cylinder liners 7/8" Are the cylinders fitted with safety valves. Yes ✓ Exhaust up funnel

g material Yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine -

ater Pumps, No. One - 4 1/4" dia. x 3" stroke fresh water pump. ✓ Is the sea suction provided with an efficient strainer which can be cleared within the vessel No

ps worked from the Main Engines, No. - Diameter - Stroke - Cent. Can one be overhauled while the other is at work -

ected to the Main Bilge Line No. and Size ✓ One General Service Pump. 3" ✓ One Megator Bilge Pump. Suction 2" diameter.

g water led to the bilges No How driven Auxiliary engine. Electric Motor.

mps, No. and size One G.S. Pump ✓ Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size Two - 1 3/4" & Two 3/16 x 2" stroke.

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

and size: - In Machinery Spaces Two - 2 1/2" ✓ In Pump Room -

Fishroom One - 2" ✓ to

ut Power Pump Direct Suctions to the Engine Room Bilges, No. and size One - 2 1/2" to G.S. One - 2" / bilge pump.

Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes ✓ Are the Bilge Suctions in the Machinery Spaces

ly accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes ✓

Connections fitted direct on the skin of the ship Yes ✓ Are they fitted with Valves or Cocks Both ✓

sufficiently high on the ship's side to be seen without lifting the platform plates Yes ✓ Are the Overboard Discharges above or below the deep water line Above ✓

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 -

ass through the bunkers None ✓ How are they protected -

ass through the deep tanks None ✓ Have they been tested as per Rule -

, Cocks, Valves, and Pumps in connection with the machinery ~~XXXXXXXXXXXXXXXXXXXX~~ accessible at all times Yes ✓

ement 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

to another Yes ✓ Is the Shaft Tunnel watertight None Is it fitted with a watertight door - worked from -

esel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork -

ompressors, No. One ✓ No. of stages Two Diameters 5 3/4" & 2 1/2" Stroke 4" Driven by Main Engine.

ir Compressors, No. One ✓ No. of stages Two Diameters 4 1/2" & 1 5/8" Stroke 3 1/4" Driven by Aux. Engine.

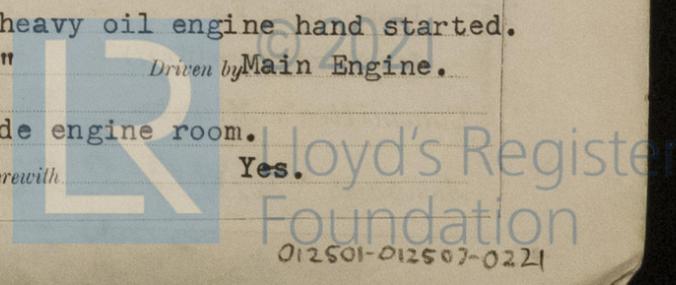
ary Air Compressors, No. One ✓ No. of stages Two Diameters - Stroke - Driven by Lister Engine.

n is made for first Charging the Air Receivers Small Aux. air compressor driven by heavy oil engine hand started.

Air Pumps, No. One double acting tandem diameter 20 1/2" Stroke 9 1/4" Driven by Main Engine.

gines crank shafts, diameter as per Rule - as fitted - No. One Position Port side engine room.

iliary Engines been constructed under special survey - Is a report sent herewith Yes.



012501-012507-0221

AIR RECEIVERS:—Have they been made under survey No. State No. of Report or Certificate Starbd. E2625
 Is each receiver, which can be isolated, fitted with a safety valve as per Rule Fusible plug. Safety valve on air compressor.
 Can the internal surfaces of the receivers be examined and cleaned Yes Is a drain fitted at the lowest part of each receiver Yes 4c.

Injection Air Receivers, No. Two Cubic capacity of each - Internal diameter - thickness -
 Seamless, lap welded or riveted longitudinal joint - Material - Range of tensile strength - Working pressure -
Starting Air Receivers, No. Two Total cubic capacity - Internal diameter 2'-0 1/8" thickness 3/8"
 Seamless, lap welded or riveted longitudinal joint welded. Material O.H.Stl. Range of tensile strength - Working pressure 350 lb
 by Rules Actual 18065

IS A DONKEY BOILER FITTED? - 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 Yes Receivers - Separate Fuel Tanks -
 (If not, state date of approval)
 Donkey Boilers - General Pumping Arrangements Yes Pumping Arrangements in Machinery Space Yes
 Oil Fuel Burning Arrangements -

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building
 During progress of work in shops - -
 During erection on board vessel - -
 Total No. of visits

Dates of Examination of principal parts—Cylinders - Covers - Pistons - Rods - Connecting rods -
 Crank shaft - Flywheel shaft - Thrust shaft - Intermediate shafts - Tube shaft -
 Screw shaft 7.2.52. Propeller 7.2.52. Stern tube 7.2.52. Engine seatings - Engines holding down bolts -
 Completion of fitting sea connections - Completion of pumping arrangements - Engines tried under working conditions -
 Crank shaft, Material O/H Steel Identification Mark L1.1388 20.5.41 on end of Crank W.J.F. Flywheel XOXOXOXOX Identification Mark -
 Thrust shaft, Material - Identification Mark - Intermediate shafts, Material - Identification Marks -
 Tube shaft, Material - Identification Mark - Screw shaft, Material O/H Steel Identification Mark LL 257
 Identification Marks on Air Receivers - JAC 7.2.52.

Starboard receiver 42-81-252 Test 700 lb/sq.inch. W.P. 350 lb/sq.inch. No. E2625 20.10.42.
 Port receiver 22-81-127 Test 700 lb/sq.inch. W.P. 350 lb/sq.inch. No. 2634 23.10.42.

Is the flash point of the oil to be used over 150° F. Yes
 Have the requirements of the Rules for oil fuel pipes and tank fittings 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 No If so, state name of vessel -

General Remarks (State quality of workmanship, opinions as to class, &c.)

The Machinery of this vessel has been opened up and examined in accordance with the Rules for engines not built under Special Survey. All scantlings and arrangements have been checked with the approved plans. Approved and amended plans and "As fitted" plans are returned with this report.

The amount of Entry Fee .. £ : When applied for,
 Special ... £ See Pt 9 : 19.
 Donkey Boiler Fee ... £ : When received,
 Travelling Expenses (if any) £ : 19.

Committee's Minute FRI. 28 MAR 1952

Assigned LMC 2,52 Oil Eng (with endorsement)
S(N) 2,52 O.G.
E made 1942 fitted 1952

J. D. Lacey
 Engineer Surveyor to Lloyd's Register of Shipping.



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