

REPORT ON OIL ENGINE MACHINERY.

No. 58164

Received at London Office

8-MAR-1952

HULL

ing Report 10 When handed in at Local Office 7-MAR-1952 10 Port of

Survey held at Hull.

Date, First Survey 16.1.52

Last Survey 24.2.1952

Number of Visits 14

on the ~~Single~~ ~~Deck~~ ~~Triple~~ ~~Quadruple~~ 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

Approved.

dia. of journals as per Rule

Approved.

Crank pin dia. 7 1/4"

Crank Webs

Mid. length breadth 9 1/4"

Mid. length thickness 3 23/32"

Thickens parallel to axis -

Thickens around eyehole -

Mounted on end of Crankshaft.

Shaft, diameter as per Rule

Intermediate Shafts, diameter as per Rule

Approved.

Thrust Shaft, diameter at collars as per Rule

Approved.

ft, diameter as per Rule

Screw Shaft, diameter as per Rule

Approved.

6.5/16"

shaft fitted with a continuous liner

No

ers, thickness in way of bushes as per Rule

Thickness between bushes as per Rule

Is the after end of the liner made watertight in the

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

d Thickness of cylinder liners 7/8"

Are the cylinders fitted with safety valves

Yes

Exhaust manifold water cooled.

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

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 -

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.

How driven

Auxiliary engine.

Electric Motor.

g water led to the bilges

No

If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping

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"

ut Power Pump Direct Suctions to the Engine Room Bilges, No. and size

One - 2 1/2" to G.S. One - 2" to 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 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

sel, 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.

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

No.

One

Position

Port side engine room.

iliary Engines been constructed under special survey

Is a report sent herewith

Yes.

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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. Cubic capacity of each Internal diameter thickness
Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules Actual
Starting Air Receivers, No. Two Total cubic capacity Internal diameter **2'-0 1/8"** thickness **3/8"** in S Book.
Seamless, lap welded or riveted longitudinal joint **welded. Material O.H.Stl.** Range of tensile strength Working pressure by Rules Actual **350 lb** 065

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 sealings — 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 Flywheel ~~XXXXXX~~ 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.)

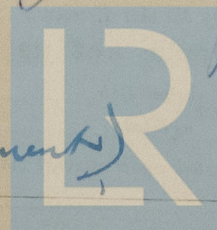
The Machinery of this vessel has been opened up and examined in accordance with the Rules for engines not built under Special Survey. All scantlings and arrangements have been checked with the approved plans. Approved and amended plans and "As fitted" plans are returned with this report.

The amount of Entry Fee .. £ : : When applied for,
Special ... £ **See Rpt 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. A. Liley
Engineer Surveyor to Lloyd's Register of Shipping.



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