

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 16 MAY 1948

Date of writing Report 19 When handed in at Local Office 19 Port of HULL
 No. in Survey held at Burnley & Hull Date, First Survey 18. 9. 45 Last Survey 26. 1. 1946
 Reg. Book on the Steamer BORELLA (Number of Visits 34) Tons Gross 524 Net 186
 Built at Burnley By whom built Cook, William & Gemmell L^d. Yard No. 762 When built 1946
 Engines made at Hull By whom made Amos & Smith L^d. Engine No. 779V When made
 Boilers made at Hull By whom made Amos & Smith L^d. Boiler No. 779 When made
 Registered Horse Power MN 190 Owners City Steam Fishing Co. Ltd. Port belonging to Hull
 Nom. Horse Power as per Rule 158 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES
 Trade for which vessel is intended 151 Ocean going steam trawler.

ENGINES, &c. Description of Engines Triple Expansion Reciprocating Revs. per minute 125
 Dia. of Cylinders 14", 24", 40" Length of Stroke 27" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule app. Crank pin dia. 8 1/4" Mid. length breadth 15 1/2" Thickness parallel to axis 5 1/4"
 as fitted 8 1/4" Crank webs Mid. length thickness 5 1/4" shrunk Thickness around eye-hole 3 5/8"
 Intermediate Shafts, diameter as per Rule app. Thrust shaft, diameter at collars as fitted 8 1/4"
 as fitted 7 3/8" Is the tube shaft fitted with a continuous liner YES
 Tube Shafts, diameter as per Rule app. Screw Shaft, diameter as fitted 9" Is the after end of the liner made watertight in the
 as fitted 5/8" Thickness between bushes as fitted 1/2" 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 YES
 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 YES
 If two liners are fitted, is the shaft lapped or protected between the liners YES Is an approved Oil Gland or other appliance fitted at the after end of the tube
 at YES If so, state type YES Length of Bearing in Stern Bush next to and supporting propeller 3'-6"
 Propeller, dia. 10'-9" Pitch 10.8/10.55 No. of Blades 4 Material Mangrove whether Movable No Total Developed Surface 39 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 15" 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 15" Can one be overhauled while the other is at work YES
 Feed Pumps No. and size Two 2 1/2" x 15" ONE 7 1/2" x 5 x 6" Pumps connected to the No. and size Two 2 1/2" x 15" ONE 7 1/2" x 5 x 6" ONE 3" EJECTOR
 How driven ME IND. STM. INJECTOR Main Bilge Line How driven ME IND. STM. STM.
 Ballast Pumps, No. and size NONE Lubricating Oil Pumps, including Spare Pump, No. and size TECALMIT BRENTFORD MECH. LUBRICATOR
 Are two independent means arranged for circulating water through the Oil Cooler YES Suctions, connected both to Main Bilge Pumps and Auxiliary
 Bilge Pumps:—In Engine and Boiler Room Two 2 1/2" In Holds, &c. ONE 2" IN EACH FOLLOWING — STORE, MAIN FISHROOM, RESERVE
 In Pump Room YES FISHROOM, MAIN SLUSHWELL, RESERVE SLUSHWELL
 Main Water Circulating Pump Direct Bilge Suctions, No. and size ONE 5" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges,
 No. 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 Are they fitted with Valves or Cocks BOTH
 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. WINDLASS & WINCH ST & EX. FOR Suctions How are they protected STL. PLATES.
 What pipes pass through the deep tanks. NONE Have they been tested as per Rule YES
 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 E. R. Is it fitted with a watertight door YES worked from YES

MAIN BOILERS, &c.—(Letter for record S ✓) Total Heating Surface of Boilers 2350 FT² + 875 = 3225 #
 Which Boilers are fitted with Forced Draft SINGLE BOILER ✓ Which Boilers are fitted with Superheaters SINGLE BOILER ✓
 No. and Description of Boilers ONE SINGLE END CYLINDRICAL MULTITUBULAR Working Pressure 220 LB. ✓

IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES

IS A DONKEY BOILER FITTED? NO

If so, is a report now forwarded? YES

Can the donkey boiler be used for other than domestic purposes YES

PLANS. Are approved plans forwarded herewith for Shafting 20.7.45 Main Boilers 1.6.45 Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval)

Superheaters 11.2.46 ✓ General Pumping Arrangements 3.10.45 Oil fuel Burning Piping Arrangements ✓
 20.8.45.

SPARE GEAR.

Has the spare gear required by the Rules been supplied YES

State the principal additional spare gear supplied as per attached list.

The foregoing is a correct description.

For AMOS & SMITH LTD.

W. E. Brown.

Manufacturer.

DIRECTOR

014695-014703-0356

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Lloyd's Register
Foundation

BORELLA

During progress of work in shops - - 1945. Sept 18. Oct 25, 31, Nov. 8, 13, 23, Dec. 4, 17, 31.
 During erection on board vessel - - 1946. Jan. 2, 3, 5, 8, 9, 11, 18, 21, 24, 25, 30. Feb. 8, 11, 19, 1946. Jan. 1, 8. Feb. 9, 20, 21, 22, 26. Mar. 5, 14, 26,
 Total No. of visits 34

Dates of Examination of principal parts—Cylinders 5.1.46 Slides 18.1.46 Covers 5.1.46
 Pistons 9.1.46 Piston Rods 17.12.45 Connecting rods 18.1.46
 Crank shaft 2.1.46 Thrust shaft 2.1.46 Intermediate shafts 23.11.45
 Tube shaft ✓ Screw shaft 13.11.45 Propeller 8.1.46
 Stern tube 8.1.46 Engine and boiler seatings 9.2.46 Engines holding down bolts 7.3.46
 Completion of fitting sea connections 8.1.46
 Completion of pumping arrangements 26/3/46 Boilers fixed 22.2.46 Engines tried under steam 14/3/46 26/3/46
 Main boiler safety valves adjusted 14/3/46 Thickness of adjusting washers 25/6/46 F 3/8 SUP. 11/32
 Crank shaft material F.I. STL Identification Mark B 670, FW, 3/8/45 Thrust shaft material F.I. STL Identification Mark 841, FW, 24.10.45
 Intermediate shafts, material 09 Identification Mark B 668, FW, 24/10/45 Tube shaft, material 21.9.45 FW Identification Mark ✓
 Screw shaft, material 09 Identification Mark 27.8.45 Steam Pipes, material STL ✓ Test pressure 660 lbs. Date of Test 5.3.46
 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 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 above machinery constructed under Special Survey in accordance with the Secretary's letter, approved plans & the Rules, of approved materials and good workmanship, has been installed in 'BORELLA', tried under working conditions and on completion of all tests found satisfactory.
 Eligible in my opinion to be classed in the Register Book
 LMC 3.46 C.L. 3 Cy. 14", 24", 40" - 27" M.N. 158.
 1 SB. 220 ft 3 c.f. GS 67.5 FT² H.S. 3225 FT²
 Superheat F.D.

The amount of Entry Fee ... £ 3 : 0 :
 Special t. LMC ... £ 39 : 10 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) ... £ : :
 When applied for, 15 MAY 1946
 When received, 19

Date FRI. 14 JUN 1946
 Committee's Minute t LMC 3.46
 F.D. C.L. Spl.

W. L. Shields
 Engineer-Surveyor to Lloyd's Register of Shipping.