

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 45423

Received at London Office

16 JAN 1935

Date of writing Report

When handed in at Local Office

15 JAN 1935

Port of

HULL

No. in Survey held at
Reg. Book.

Hull

Date, First Survey

9th August 1934

Last Survey

8th January 1935

1935

on the

Steel S.S. "Strangely"

Built at

Selby

By whom built

Bochrane & Sons Ltd.

Yard No.

1132

Tons

Gross 433.51

Net 236.86

When built

1935.1

Engines made at

Hull

By whom made

Amos & Smith Ltd.

Engine No.

639

When made

1935

Boilers made at

Hull

By whom made

Amos & Smith Ltd.

Boiler No.

639

When made

1935

Registered Horse Power

Owners

Rindoria Steam Fishing Co. Ltd.

Port belonging to

Grimsby

Nom. Horse Power as per Rule

110

Is Refrigerating Machinery fitted for cargo purposes

No.

Is Electric Light fitted

Yes.

Trade for which Vessel is intended

Fishing

ENGINES, &c.—Description of Engines.

Dia. of Cylinders $14\frac{1}{2}$ " $23\frac{1}{2}$ " $38\frac{1}{2}$ " Length of Stroke 26 No. of Cylinders 3 Revs. per minute 3
 Crank shaft, dia. of journals as per Rule 7.7" as fitted 7.75" Crank pin dia. 7.75" Crank webs Mid. length breadth 15" Mid. length thickness 4.34" shrunk Thickness parallel to axis 4.74" Thickness around eye-hole 3.1932"
 Intermediate Shafts, diameter as per Rule 7.33" as fitted 7.5" Thrust shaft, diameter at collars as per Rule 7.7" as fitted 7.75" Single collar
 Tube Shafts, diameter as per Rule 16.5/32" as fitted 16.5/32" Screw Shaft, diameter as per Rule 8.185" as fitted 8.75" Is the { tube } shaft fitted with a continuous liner { Yes }
 Bronze Liners, thickness in way of bushes as per Rule 20/32" as fitted 20/32" Thickness between bushes as per Rule 12.5/32" as fitted 20/32" 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 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 shaft No If so, state type Length of Bearing in Stern Bush next to and supporting propeller 36"
 Propeller, dia. 10' 3" Pitch 10' 10 1/2" No. of Blades 4 Material C.I. whether Moveable No. Total Developed Surface 38 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 2 3/4" Stroke 13" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 3/4" Stroke 13" Can one be overhauled while the other is at work Yes
 Feed { No. and size 2 Duplex @ 6 1/4" x 4 3/4" x 6" Pumps connected to the { No. and size 1 Duplex @ 6 1/4" x 4 3/4" x 6" and Ejector 2 1/2" hose
 Pumps { How driven Steam Main Bilge Line How driven Steam
 Ballast Pumps, No. and size as above Lubricating Oil Pumps, including Spare Pump, No. and size
 Are two independent means arranged for circulating water through the Oil Cooler
 Bilge Pumps;—In Engine and Boiler Room 2 @ 2 1/2" dia.
 In Pump Room In Holds, &c. 5 @ 2" dia. also 2 @ 2" dia. S.B. tank suction

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 4" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size Ejector 2 1/2" dia.
 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 Forward suction & S.B. T. suction How are they protected Wood casings covered by sheet iron.
 What pipes pass through the deep tanks 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 Yes Is it fitted with a watertight door worked from Yes

MAIN BOILERS, &c.—(Letter for record "S")

Total Heating Surface of Boilers

1960 sq. ft.

Is Forced Draft fitted

No

No. and Description of Boilers

One single ended.

Working Pressure

210 lb.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes.

IS A DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

Yes

Is the donkey boiler intended to be used for domestic purposes only

Yes

PLANS.

Are approved plans forwarded herewith for Shafting

Main Boilers

Yes

Auxiliary Boilers

Yes

Donkey Boilers

Yes

Superheaters

(If not state date of approval)

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

Yes

State the principal additional spare gear supplied

Main & donkey check valves & seats.
 Air pump & donkey pump valves.
 Circulating pump shaft.
 Relief valve springs.

The foregoing is a correct description,

Manufactured

A. H. Reaney

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For AMOS & SMITH LTD.

Lloyd's Register Foundation

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During progress of work in shops - - - Aug 9, 17, 24 Sept 4, 13, 19 Oct 4, 8, 11, 19, 27, 30 Nov 2, 14, 15, 19, 22, 27, 29, 30 Dec 4, 6, 7, 10, 14, 14, 19, 21
21, 24, 28, 29, 31
During erection on board vessel - - - 1935 Jan 1, 2, 7, 8.
Total No. of visits 37.

Dates of Examination of principal parts—Cylinders 7-12-34 Slides 30-11-34 Covers 30-11-34
Pistons 7-12-34 Piston Rods 7-12-34 Connecting rods 30-11-34
Crank shaft 27-11-34 Thrust shaft 8-10-34 Intermediate shafts 14-11-34
Tube shaft ✓ Screw shaft 2-11-34 Propeller 27-10-34
Stern tube 19-10-34 Engine and boiler seatings 28-12-34 Engines holding down bolts 28-12-34
Completion of fitting sea connections 14-11-34
Completion of pumping arrangements 2-1-35 Boilers fixed 28-12-34 Engines tried under steam 7-1-35
Main boiler safety valves adjusted 7-1-35 Thickness of adjusting washers F 5/16" A 1/32"
Crank shaft material Steel Identification Mark 742 Thrust shaft material Steel Identification Mark 742
Intermediate shafts, material Steel Identification Marks 742 Tube shaft, material ✓ Identification Mark 742
Screw shaft, material Steel Identification Mark 742 Steam Pipes, material SD Steel Test pressure 630# Date of Test 29-12-34
Is an installation fitted for burning oil fuel ho 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 ho 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 ho If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been built under special survey and the material and workmanship are sound & good.
It has been satisfactorily fitted on board, tried under working conditions and found in good order.
It is eligible in my opinion to have record LMC-1,35 C.L.

When applied for, 15 JAN 1935
When received, 23 2 19 35
b. Knoffatt.
Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 3 : 0 :
Special ... £ 27 : 10 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
Committee's Minute FRI. 25 JAN 1935
Assigned + Lmc 1.35 C.L.
CERTIFICATE WRITTEN