

REPORT ON MACHINERY.

No. 29541

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Date of writing Report 19/10 1916 Port of Hull
 No. in Survey held at Hull Date, First Survey Dec 30/15 Last Survey 21st Sept 1916
 Reg. Book. 241 on the Steam Trawler "Egill Skallagrinnsson" (Number of Visits 46)
 Master Built at Selby By whom built Messrs Cochrane & Sons Ltd When built 1916
 Engines made at Hull By whom made Messrs Amos & Smith when made 1916
 Boilers made at Hull By whom made Messrs Amos & Smith when made 1916
 Registered Horse Power Owners Klutafelagio Skuldalpur Ltd Port belonging to Reykjavik
 Nom. Horse Power as per Section 28 93 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

ENGINES, &c.—Description of Engines Triple No. of Cylinders 3 No. of Cranks 3
 Dia. of Cylinders 13 1/4 · 22 1/2 · 37 Length of Stroke 26 Revs. per minute 114 Dia. of Screw shaft as per rule 8.227 Material of Iron
 Is the screw shaft fitted with a continuous liner the whole length of the stern tube no liner Is the after end of the liner made water tight
 Is the propeller boss If the liner is in more than one length are the joints burned 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 bedwall lead fitted Length of stern bush 2' 10 1/2"
 Dia. of Tunnel shaft as per rule 7.06 Dia. of Crank shaft journals as per rule 7.42 Dia. of Crank pin 7 1/2 Size of Crank webs 14 1/4 · 4 1/4 Dia. of thrust shaft under
 pillars 7 1/2 Dia. of screw 9.6 Pitch of Screw 11.9 No. of Blades 4 State whether moveable no Total surface 34.
 No. of Feed pumps 1 Diameter of ditto 2 2/8 Stroke 13 Can one be overhauled while the other is at work
 No. of Bilge pumps 1 Diameter of ditto 2 2/8 Stroke 13 Can one be overhauled while the other is at work
 No. of Donkey Engines two Sizes of Pumps 7.4 · 6.4 · 6.4 No. and size of Suctions connected to both Bilge and Donkey pumps
 in Engine Room 2 - 2" one fore and one aft In Holds, &c. 2 - 2" one from each shell
 No. of Bilge Injections 1 sizes 3" Connected to condenser, or to circulating pump both Is a separate Donkey Suction fitted in Engine room & size 1-2"
 Are all the bilge suction pipes fitted with roses Yes Are the roses in Engine room always accessible Yes Are the sluices on Engine room bulkheads always accessible
 Are all connections with the sea direct on the skin of the ship Yes Are they 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 Discharge Pipes 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
 That pipes are carried through the bunkers Suction from Fore & aft Hold How are they protected Wood
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
 Are the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges Yes
 Dates of examination of completion of fitting of Sea Connections 1-3-16 of Stern Tube 1-3-16 Screw shaft and Propeller 1-3-16
 Is the Screw Shaft Tunnel watertight Is it fitted with a watertight door worked from

BOILERS, &c.—(Letter for record S) Manufacturers of Steel Steel Co. of Scotland
 Total Heating Surface of Boilers 1612 Is Forced Draft fitted No. and Description of Boilers one single ended
 Working Pressure 200 Tested by hydraulic pressure to 400 Date of test 26-7-16 No. of Certificate 3151
 Can each boiler be worked separately Area of fire grate in each boiler 48.75 No. and Description of Safety Valves to
 each boiler 2 spring loaded Area of each valve 4.90 Pressure to which they are adjusted 200 lbs. Are they fitted with easing gear Yes
 Smallest distance between boilers or uptakes and bunkers or woodwork 7" Mean dia. of boilers 14.0 Length 10.6 Material of shell plates S
 Thickness 1 1/4 Range of tensile strength 28/32 Are the shell plates welded or flanged no Descrip. of riveting: cir. seams D.R.
 Long. seams TRDBS Diameter of rivet holes in long. seams 1 9/32 Pitch of rivets 8 3/32 Lap of plates or width of butt straps 18 1/2
 Percentages of strength of longitudinal joint rivets 92 Working pressure of shell by rules 200 Size of manhole in shell 16 x 12
 Size of compensating ring 40 x 30 x 1 1/2 No. and Description of Furnaces in each boiler 3 plain Material S Outside diameter 3.4 5/8
 Length of plain part top 79 1/2 Thickness of plates crown 13 Description of longitudinal joint welded No. of strengthening rings
 Working pressure of furnace by the rules 201 Combustion chamber plates: Material S Thickness: Sides 1/16 Back 23/32 Top 1/16 Bottom 13/16
 Pitch of stays to ditto: Sides 9 1/2 · 8 Back 9 1/2 · 8 1/2 Top 9 · 8 1/2 If stays are fitted with nuts or riveted heads nuts Working pressure by rules 2/6
 Material of stays S Diameter at smallest part 2.06 Area supported by each stay 81.75 Working pressure by rules 2/6 End plates in steam space
 Material S Thickness 1 1/8 Pitch of stays 18 1/4 · 15 How are stays secured nuts & washers Working pressure by rules 2/5 Material of stays S
 Diameter at smallest part 6.10 Area supported by each stay 273.5 Working pressure by rules 2/32 Material of Front plates at bottom S
 Thickness 1 1/4 Material of Lower back plate S Thickness 15/16 Greatest pitch of stays 14 x 8 1/16 Working pressure of plate by rules 2/23
 Diameter of tubes 3 1/2 Pitch of tubes 4 7/8 · 4 3/4 Material of tube plates S Thickness: Front 1 1/4 Back 27/32 Mean pitch of stays 9 1/2 x 9 1/2
 Pitch across wide water spaces 14 Working pressures by rules 202 Girders to Chamber tops: Material S Depth and
 thickness of girder at centre 9 1/2 · 1 3/4 Length as per rule 2.9 1/2 Distance apart 9 Number and pitch of stays in each 3 · 8 1/2
 Working pressure by rules 222 Superheater or Steam chest; how connected to boiler Can the superheater be shut off and the boiler worked
 separately yes Diameter Length Thickness of shell plates Material Description of longitudinal joint Diam. of rivet
 plates Pitch of rivets Working pressure of shell by rules Schmidt's patent superheater fitted Diameter of flue Material of flue plates Thickness
 stiffened with rings Distance between rings Working pressure by rules End plates: Thickness How stayed
 Working pressure of end plates Area of safety valves to superheater 3.14 Are they fitted with easing gear yes

IS A DONKEY BOILER FITTED? *No*

If so, is a report now forwarded?

SPARE GEAR. State the articles supplied:— *Two top end bolts and nuts, two bottom end bolts and nuts, two main bearing bolts and nuts, one set of coupling bolts and nuts, one set of feed, bilge, and air pump valves, one main and one donkey cheque valve, iron of various sizes, a quantity of assorted bolts, nuts etc.*

The foregoing is a correct description,

FOR AMOS & SMITH LTD.

W. Rackerburg

Manufacturer.

Dates of Survey while building { During progress of work in shops -- } *1915 - Dec 30. 1916 - Jan 7, 13, 20, 28 Feb 4, 18, 24, 25 Mar 1, 9, 17, 23, 30 Apr 6, 7, 13, 18, 28*
{ During erection on board vessel --- } *29 May 7, 13, 20, 27 Jun 3, 10, 17, 24, 28 Jul 3, 11, 15, 22, 24, 31 Aug 5, 14, 21, 28 Sep 2, 5, 6, 18*
Total No. of visits *46*

Is the approved plan of main boiler forwarded herewith

Is the approved plan of main boiler forwarded herewith " " " donkey " " "

Dates of Examination of principal parts—Cylinders *28.6.16* Slides *15.7.16* Covers *22.6.16* Pistons *11.7.16* Rods *15.7.16*

Connecting rods *15.7.16* Crank shaft *31.7.16* Thrust shaft *14.8.16* Tunnel shafts *25.2.16* Screw shaft *25.2.16* Propeller *25.2.16*

Stern tube *25.2.16* Steam pipes tested *3.9.16* Engine and boiler seatings *1.3.16* Engines holding down bolts *28.8.16*

Completion of pumping arrangements *21.9.16* Boilers fixed *28.8.16* Engines tried under steam *20.9.16*

Main boiler safety valves adjusted *20.9.16* Thickness of adjusting washers P. $\frac{11}{32}$ S. $\frac{11}{32}$

Material of Crank shaft *S.* Identification Mark on Do. *1657 G.A.* Material of Thrust shaft *S.* Identification Mark on Do. *1662 G.A.*
31.7.16 *14.8.16*

Material of Tunnel shafts *S.* Identification Marks on Do. *1632 P.F.* Material of Screw shafts *Iron* Identification Marks on Do. *1631 P.F.*
25.2.16 *25.2.16*

Material of Steam Pipes *Steel* Test pressure *600 lbs per sq. in.*

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 Section 49 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 engines and boiler of this vessel have been constructed under special survey in accordance with the rules. The materials and workmanship are sound and good. The Boiler tested by hydraulic pressure and with the engines secured on board and tested under steam they are now in good order and safe working condition and respectfully submitted as being eligible in my opinion to be classed with the notation of 'I' I.M.C. 9.16 in the Register Book.*

It is submitted that this vessel is eligible for THE RECORD + L.M.C. 9.16.

J.P.R.

J.W.D.

The amount of Entry Fee ... £ 1 : - :
Special ... £ 13 : 19 :
Donkey Boiler Fee ... £ ... : ... :
Travelling Expenses (if any) £ ... : 8 : 2 :
When applied for, *10-10-16*
When received, *21-10-16*

Geo. Allan P. Fitzgerald
Engineer Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute *FRI. 13 OCT. 1916*

Assigned *+ L.M.C. 9.16*



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Hull

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

MACHINERY SURVEYOR'S SIGNATURE