

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 27 SEP 1928

Date of writing Report 26-9-1928 When handed in at Local Office 26-9-1928 Port of Aberdeen
 No. in Survey held at Aberdeen Date, First Survey 17-4-28 Last Survey 29-9-1928
 Reg. Book. on the Steam Trawler "STRATHLYON" (Number of Visits 20) Gross 217.65
 Tons Net 92.81
 Built at Aberdeen By whom built Hall, Russell & Co. Ltd. Yard No. 696 When built 1928
 Engines made at Aberdeen By whom made Hall, Russell & Co. Ltd. Engine No. 696 when made 1928
 Boilers made at Aberdeen By whom made Hall, Russell & Co. Ltd. Boiler No. 696 when made 1928
 Registered Horse Power 75 Owners Aberdeen S.T.F. Co. Ltd. Port belonging to Aberdeen
 Nom. Horse Power as per Rule 75 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted no

ENGINES, &c.—Description of Engines Triple Expansion
 Dia. of Cylinders 12-20-34 Length of Stroke 23 Revs. per minute 112 No. of Cylinders 3 No. of Cranks 3
 Dia. of Crank shaft journals as per rule 6.35 as fitted 6.75 Dia. of Crank pin 6.75 Crank webs Mid. length breadth 10.5 Thickness parallel to axis 4.75
 as fitted 6.75 Mid. length thickness 4.75 If shrunk Thickness around eye-hole 2.78
 Diameter of Thrust shaft under collars as per rule 6.35 as fitted 6.75 Diameter of Tunnel shaft as per rule 6.05 as fitted 6.5 Diameter of Screw shaft as per rule 6.75 as fitted 7.5 Is the Screw shaft fitted with a continuous liner the whole length of the stern tube yes 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 joints brazed 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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated yes
 Pitch of Propeller 11-6 No. of Blades 4 State whether Moveable no Total Surface 29 sq. square feet.
 No. of Feed Pumps fitted to the Main Engines one Diameter of ditto 2 7/8 Stroke 12 Can one be overhauled while the other is at work yes
 No. of Bilge Pumps fitted to the Main Engines one Diameter of ditto 2 7/8 Stroke 12 Can one be overhauled while the other is at work yes
 Total number and size of power driven Feed and Bilge Auxiliary Pumps one 5 1/4 x 3 1/2 x 5 horizontal duplex.
 No. and size of Pumps connected to the Main Bilge Line one (above)
 No. and size of Ballast Pumps one (above) No. and size of Lubricating Oil Pumps, including Spare Pump none
 Are two independent means arranged for circulating water through the Oil Cooler yes No. and size of suction connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room one @ 2" dia. and in Holds, &c. one @ 2" from stern wall

No. and size of Main Water Circulating Pump Bilge Suctions one @ 3" No. and size of Donkey Pump Direct Suctions one @ 2" & one jetter
 to the Engine Room Bilges suction @ 2" 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 strum boxes
 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
 What Pipes are carried through the bunkers forward suction How are they protected wood casing
 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 Screw Shaft Tunnel watertight yes Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record F) Total Heating Surface of Boilers 1350 sq. ft.
 Is Forced Draft fitted no No. and Description of Boilers one S.E. Main 15B Working Pressure 180 lbs. sq. in.
IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
IS A DONKEY BOILER FITTED? yes If so, is a report now forwarded? yes
PLANS. Are approved plans forwarded herewith for shafting no Main Boilers yes Auxiliary Boilers no Donkey Boilers no
 General Pumping Arrangements yes Oil fuel Burning Piping Arrangements no

SPARE GEAR. State the articles supplied:— Two top end bolts & nuts. Two bottom end bolts & nuts. 2 main bearing bolts, one set of coupling bolts. 1 set of feed & bilge pump valves. A quantity of bolts & nuts & iron of various sizes. One set of circulating pump valves. One set of air pump valves. 1 main feed check valve. 1 donkey check valve. 1 safety valve spring.

The foregoing is a correct description,
HALL, RUSSELL & CO., LTD.

James Hunter DIRECTOR

Manufacturer.



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April 17. 23. June 7. 12. 19. 26. July 3. 5. 10. 26. Aug. 3. 8. 13. 20. 27. -
 During progress of work in shops - - -
 Dates of Survey while building }
 During erection on board vessel - - - }
 Total No. of visits 20

Dates of Examination of principal parts - Cylinders 12-6-28 Slides 19-6-28
 Covers 12-6-28 Pistons 19-6-28 Rods 26-6-28
 Connecting rods 26-6-28 Crank shaft 26-7-28 Thrust shaft 26-7-28
 Tunnel shafts 26-7-28 Screw shaft 26-7-28 Propeller 26-7-28
 Stern tube 26-7-28 Engine and boiler seatings 27-8-28 Engines holding down bolts 10-9-28
 Completion of pumping arrangements 20-9-28 Boilers fixed 10-9-28 Engines tried under steam 11-9-28
 Completion of fitting sea connections 27-8-28 Stern tube 27-8-28 Screw shaft and propeller 27-8-28
 Main boiler safety valves adjusted 11-9-28 Thickness of adjusting washers P. $\frac{7}{16}$ S. $\frac{3}{8}$ F.
 Material of Crank shaft Steel Identification Mark on Do. 1916 A.T.T.
 Material of Thrust shaft Steel Identification Mark on Do. 1917 P.F.
 Material of Tunnel shafts Steel Identification Marks on Do. 1918 P.F.
 Material of Screw shafts Iron Identification Marks on Do. 1919 P.F.
 Material of Steam Pipes S.D. Copper Test pressure 360 lbs per sq. in. Date of Test 31-8-28.
 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 carrying and burning oil fuel 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 constructed under special survey in accordance with the approved plans & the Rules of this Society. The materials & workmanship are good. The machinery has been efficiently installed on board the vessel, tried under working conditions & found good. The machinery is eligible in my opinion to have the record + LMC 9.28 C.L. in the Register Book.

It is submitted that this vessel is eligible for THE RECORD. + LMC 9.28 C.L.

J.S.A. 29/9/28
 P.F.R.

Aberdeen office.

Certificate to be sent to
 The Surveyors are requested not to write on or below the space for Committee's Minutes.

The amount of Entry Fee ... £ 2 : - :
 Special ... £ 18 : 15 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :

When applied for, 26-9-1928
 When received, 28-9-28

P. Fitzgerald
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 2 OCT 1928

Assigned

+ L.M.C. 9.28 C.L.



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Is a Report also sent on the Hull of the Ship?

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