

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

30 NOV 1932

19 When handed in at Local Office 29.11. 1932 Port of **HULL**

Survey held at **Hull & Beverley** Date, First Survey 15.9.32 Last Survey 21.11.1932  
(Number of Visits 16)

on the **Steam Trawler "RIFSNES"** Tons { Gross 423  
Net 163

built at **Beverley** By whom built **Cook, Linton & Gemmell Ltd** Yard No. 574 When built 1932

Engines made at **Hull** By whom made **Amos & Smith Ltd** Engine No. 629 When made 1932

Boilers made at **Hull** By whom made **do** Boiler No. 629 When made 1932

Registered Horse Power Owners **J. Oddeason & Co. Ltd** Port belonging to **Hull**

m. Horse Power as per Rule 104 Is Refrigerating Machinery fitted for cargo purposes **no** Is Electric Light fitted **yes**

ade for which Vessel is intended **Fishing**

**GINES, &c.**—Description of Engines **Triple Expansion**

a. of Cylinders 13 1/2" 23 1/2" 38 1/2" Length of Stroke 26 No. of Cylinders 3 No. of Cranks 3

ank shaft, dia. of journals as per Rule 4.5 as fitted 4 1/4" Crank pin dia. 4 1/4" Crank webs Mid. length breadth 15" Mid. length thickness 4 1/4" Thickness parallel to axis 4 1/4" Thickness around eye-hole 3 5/8"

Intermediate Shafts, diameter as per Rule 4.2 as fitted 4 1/2" Thrust shaft, diameter at collars as per Rule 4.5 as fitted 4 1/4"

Shafts, diameter as per Rule 4.2 as fitted 4 1/2" Screw Shaft, diameter as per Rule 4.2 as fitted 4 1/2" Is the tube shaft fitted with a continuous liner **yes**

ronze Liners, thickness in way of bushes as per Rule 7/8 as fitted 7/8 Thickness between bushes as per Rule 7/8 as fitted 7/8 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**

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**

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 **yes**

ft **no** If so, state type **cf.** Length of Bearing in Stern Bush next to and supporting propeller 36"

propeller, dia. 10' 8" Pitch 10' 9" No. of Blades 4 Material **cf.** whether Moveable **no** Total Developed Surface 38 1/2 sq. feet

ed Pumps worked from the Main Engines, No. **one** Diameter 3" Stroke 13" Can one be overhauled while the other is at work **yes**

ilge Pumps worked from the Main Engines, No. **one** Diameter 3" Stroke 13" Can one be overhauled while the other is at work **yes**

eed Pumps No. and size **one, 6 x 8 x 6** Pumps connected to the Main Bilge Line No. and size **one, 6 1/4 x 4 1/4 x 6** How driven **steam**

allast Pumps, No. and size **one, 6 x 8 x 6** Lubricating Oil Pumps, including Spare Pump, No. and size **one, 6 x 8 x 6**

re two independent means arranged for circulating water through the Oil Cooler **yes** Suctions, connected to both Main Bilge Pumps and Auxiliary

ilge Pumps;—In Engine and Boiler Room 3 @ 2" In Holds, &c. 4 @ 2"

Pump Room

ain Water Circulating Pump Direct Bilge Suctions, No. and size **one, 4"** Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size **one, 2"** Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes **yes**

re 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**

re all Sea Connections fitted direct on the skin of the ship **yes** Are they fitted with Valves or Cocks **both**

re 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**

re 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 pass through the bunkers **forward suction** How are they protected **wood casings**

That pipes pass through the deep tanks **yes** Have they been tested as per Rule **yes**

re all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times **yes**

s 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 **yes** worked from **yes**

AIN BOILERS, &c.—(Letter for record **5**) Total Heating Surface of Boilers 1890 Square feet

s Forced Draft fitted **no** No. and Description of Boilers **one, single ended** Working Pressure 210 lbs sq. in.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? **yes**

IS A DONKEY BOILER FITTED? **no** If so, is a report now forwarded? **yes**

s the donkey boiler intended to be used for domestic purposes only **yes**

PLANS. Are approved plans forwarded herewith for Shafting **yes** Main Boilers **yes** Auxiliary Boilers **yes** Donkey Boilers **yes**

(If not state date of approval)

Superheaters **yes** General Pumping Arrangements **yes** Oil fuel Burning Piping Arrangements **yes**

## SPARE GEAR.

Has the spare gear required by the Rules been supplied **yes**

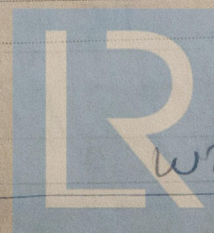
State the principal additional spare gear supplied

Bolts & nuts for top ends, bottom ends & main bearings. Set of compensating bolts. Air, fuel, bilge & donkey pump valves. Safety valve spring. Main & donkey check valves & nuts. Circulating pump spindle. Relief valve springs. Bolts, nuts & washers of various sizes.

The foregoing is a correct description,

For AMOS &amp; SMITH LTD.

Manufacturer.



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During progress of work in shops - - 1932.  
 Dates of Survey while building { 15.27.30. Oct. 5. 11. 18. 19. 24. 26. 31. Nov. 3. 10. 14. 15. 21. }  
 During erection on board vessel - - -  
 Total No. of visits 16

Dates of Examination of principal parts—Cylinders 11.10.32 18.10.32 Slides 31.10.32 Covers 12.11.32  
 Pistons 31.10.32 Piston Rods 19.10.32 Connecting rods 19.10.32  
 Crank shaft 19.10.32 Thrust shaft 5.10.32 Intermediate shafts 5.10.32  
 Tube shaft 18.10.32 Screw shaft 18.10.32 Propeller 18.10.32  
 Stern tube 18.10.32 Engine and boiler seatings 15.11.32 Engines holding down bolts 14.11.32  
 Completion of fitting sea connections 15.10.32  
 Completion of pumping arrangements 18.11.32 Boilers fixed Engines tried under steam 18.11.32  
 Main boiler safety valves adjusted 18.11.32 Thickness of adjusting washers 2 1/2  
 Crank shaft material Steel Identification Mark 706 Thrust shaft material Steel Identification Mark 706  
 Intermediate shafts, material Steel Identification Marks 706 Tube shaft, material Steel Identification Mark  
 Screw shaft, material Steel Identification Mark 706 Steam Pipes, material Steel Test pressure 130 lbs Date of Test 15.11.32  
 Is an installation fitted for burning oil fuel 60 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 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 Yes If so, state name of vessel Kapanes

**General Remarks** (State quality of workmanship, opinions as to class, &c.)  
 The machinery of this vessel has been built under special survey & the materials & workmanship are sound & good. It has been satisfactorily fitted on board & tried under working conditions & found in good order.  
 It is suggested in my opinion to have record in the Register Book of + L.M.C. 11.32. C.L.

The amount of Entry Fee ... £ 3 : 0 :  
 Special ... £ 26 : 15 :  
 Donkey Boiler Fee ... £ : :  
 Travelling Expenses (if any) £ : :  
 When applied for, 29.11.32  
 When received, 30/11/1932

J. A. Mackenzie  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 6 DEC 1932  
 Assigned + L.M.C. 11.32

CERTIFICATE WRITTEN.