

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

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No. in Survey held at WESERMÜNDE Date, First Survey 27th July 36 Last Survey 11th Dec. 1936
 Reg. Book. 18529 on the STEEL SC. TRAWLER NORTHERN ISLES (Number of Visits 28) Gross 655
 Built at WESERMÜNDE By whom built DEUTSCHE SCHIFF UND MASCHINENBAU A.G. Yard No. 569 Net 243
 Engines made at WESERMÜNDE By whom made DEUTSCHE SCHIFF UND MASCHINENBAU A.G. Engine No. 1536 When built 1936
 Boilers made at WESERMÜNDE By whom made DEUTSCHE SCHIFF UND MASCHINENBAU A.G. Boiler No. 774 When made 1936
 Registered Horse Power 167 Owners MAR LINE LTD. Port belonging to LONDON
 Nom. Horse Power as per Rule 167 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 ONE TRIPLE EXP. STEAM ENG. WITH L.P. TURBINE D.R. GEARED Revs. per minute 120
 Dia. of Cylinders 380 x 610 x 1070 Length of Stroke 660 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 209 Crank pin dia. 220 Crank webs Mid. length breadth Thickness parallel to axis 140
 Intermediate Shafts, diameter as per Rule 206 Thrust shaft, diameter at collars as per Rule 217
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 230 Is the tube shaft fitted with a continuous liner yes
 Bronze Liners, thickness in way of bushes as per Rule 14 Thickness between bushes as per Rule 10.5 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 one length
 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 no Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft no
 Propeller, dia. 3490 Pitch 3340 No. of Blades 4 Material cast iron whether Moveable no Total Developed Surface 46.5 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 80 Stroke 345 Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 80 Stroke 345 Can one be overhauled while the other is at work yes
 Feed Pumps No. and size 1 1/2 in. diam. 190 x 127 Pumps connected to the Main Bilge Line No. and size 1 1/2 in. diam. 152 x 152 1 Exhaust
 How driven Hand 152 How driven Hand 152
 Ballast Pumps, No. and size — Lubricating Oil Pumps, including Spare Pump, No. and size 1 1/2 in. diam. 150 x 150
 Are two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 1 of 60 1 of 70 from Exhaust
 In Pump Room 1 of 60 1 of 70 In Holds, &c. in space first hold 1 of 60 2 of 70 2 of 80 2 of 90 2 of 100 2 of 110 2 of 120 2 of 130 2 of 140 2 of 150 2 of 160 2 of 170 2 of 180 2 of 190 2 of 200 2 of 210 2 of 220 2 of 230 2 of 240 2 of 250 2 of 260 2 of 270 2 of 280 2 of 290 2 of 300 2 of 310 2 of 320 2 of 330 2 of 340 2 of 350 2 of 360 2 of 370 2 of 380 2 of 390 2 of 400 2 of 410 2 of 420 2 of 430 2 of 440 2 of 450 2 of 460 2 of 470 2 of 480 2 of 490 2 of 500 2 of 510 2 of 520 2 of 530 2 of 540 2 of 550 2 of 560 2 of 570 2 of 580 2 of 590 2 of 600 2 of 610 2 of 620 2 of 630 2 of 640 2 of 650 2 of 660 2 of 670 2 of 680 2 of 690 2 of 700 2 of 710 2 of 720 2 of 730 2 of 740 2 of 750 2 of 760 2 of 770 2 of 780 2 of 790 2 of 800 2 of 810 2 of 820 2 of 830 2 of 840 2 of 850 2 of 860 2 of 870 2 of 880 2 of 890 2 of 900 2 of 910 2 of 920 2 of 930 2 of 940 2 of 950 2 of 960 2 of 970 2 of 980 2 of 990 2 of 1000

MAIN WATER CIRCULATING PUMP DIRECT BILGE SUCTIONS, No. and size 1 of 150 **Independent Power Pump Direct Suctions to the Engine Room Bilges,**
 No. and size 1 of 70 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 valves & cocks
 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 none How are they protected —
 What pipes pass through the deep tanks none Have they been tested as per Rule —
 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 —

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 250 m² 2691 £
 Is Forced Draft fitted no No. and Description of Boilers One Multitubular Boiler Working Pressure 228 lbs
IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? —
 Is the donkey boiler intended to be used for domestic purposes only —

PLANS. Are approved plans forwarded herewith for Shafting yes 13.11.35. 18.11.35 Main Boilers yes 21.11.35 Auxiliary Boilers — Donkey Boilers —
 (If not state date of approval)
 Superheaters yes 24.12.35 General Pumping Arrangements yes 11.2.36 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 2 brass end bearings, 1 set of air pump valves, 6 piston bolts, 6 cylinder cover studs & nuts, 2 safety valve springs

The foregoing is a correct description.

Deutsche Schiff- und Maschinenbau Aktiengesellschaft

ppa Boock H. J. Meyer

Manufacturer.



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W299-001

1936
 During progress of work in shops - - July 27, 28, Aug. 4, 7, 14, 21, 25, Sept. 8, 14, 22, Oct. 7, 16, 20, 23, 29, Nov. 3, 6, 10, 13, 17.
 Dates of Survey while building During erection on board vessel - - Nov. 17, 20, 23, 26, 27, 28, Dec. 1, 8, 11.
 Total No. of visits 28

Dates of Examination of principal parts—Cylinders 23/10, 29/10, 6.11.36. Slides 13.11.36. Covers 23/10, 29/10, 6.11.36.
 Pistons 13.11.36. Piston Rods 13.11.36. Connecting rods 6.11.36.
 Crank shaft 8.9.36. Thrust shaft 14.9.36. Intermediate shafts 8.9.36.
 Tube shaft — Screw shaft 25.8.36. Propeller 10.11.36.
 Stern tube 14.9.36. Engine and boiler seatings 13.11.36. Engines holding down bolts 23.11.36.
 Completion of fitting sea connections 10.11.36.
 Completion of pumping arrangements 8.12.36. Boilers fixed 20.11.36. Engines tried under steam 8.12.36.
 Main boiler safety valves adjusted 8.12.36. Thickness of adjusting washers Port 26.2.36. Starboard 25.5.36. Propeller 12.2.36.
 Crank shaft material P.M. Steel Identification Mark AC. 8.9.36 Thrust shaft material P.M. Steel Identification Mark G.B. 14.9.36.
 Intermediate shafts, material P.M. Steel Identification Marks AC. 8.9.36 Tube shaft, material — Identification Mark —
 Screw shaft, material P.M. Steel Identification Mark AC. 25.8.36 Steam Pipes, material P.M. Steel Test pressure 50 lbs./sq. in. Date of Test 27.11.36.
 Is an installation fitted for burning oil fuel — 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 — If so, state name of vessel NORTHERN PRIDE

General Remarks (State quality of workmanship, opinions as to class, &c. This Machinery has been built under Special Survey in accordance with the approved plans, the Surveyors' letters and in conformity with the requirements of the Rules. The materials used in the construction are made at works recognized by the Committee and tested by the Port Surveyor. Materials and workmanship are of good quality. During a 5 hours trial trip all the machinery has been tested under full working and maneuvering condition, with and without turbine, and found satisfactory in all respects. This machinery is eligible in my opinion to be classed in the Port Reg. Book with records of: * LMC. 12.36. Tail Shaft C.L.

Certificate to be sent to Bureau Office

The amount of Entry Fee ... RM 60.- :
 Special ... £ 835.- :
 Donkey Boiler Fee ... £ :
 Travelling Expenses (if any) £ 120.- :
 When applied for, 17.12.1936
 When received, 7.1.1937

A. Dartington
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. JAN 8 1937

Assigned + Lmc 12.36
 At CL



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