

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office FEB -2 1940

31 JAN 1940

Port of **HULL**

Survey held at **Ship** Date, First Survey **5.9.39** Last Survey **9.1.1940**

Book. on the **S/S. "WATE" (Steam Trawler)** (Number of Visits **25**) Tons { Gross **314** Net **116**

at **Leeds** By whom built **Robinson & Sons, Ltd.** Yard No. **1210** When built **1940**

ines made at **Leeds** By whom made **Robinson & Smith, Ltd.** Engine No. **672** When made **1940**

ers made at **Leeds** By whom made **Robinson & Smith, Ltd.** Boiler No. **672** When made **1940**

istered Horse Power **124.5** Owners **Messrs. W. & A. W. Ltd.** Port belonging to **Cardiff**

Horse Power as per Rule **124.5** Is Refrigerating Machinery fitted for cargo purposes **No** Is Electric Light fitted **Yes**

le for which Vessel is intended **Steam Trawler**

INES, &c.—Description of Engines **Triple expansion reciprocating S.E.** Revs. per minute **116**

of Cylinders **13** Length of Stroke **26** No. of Cylinders **3** No. of Cranks **3**

shaft, dia. of journals **7.38** as per Rule **7.38** Crank pin dia. **7.5** Crank webs Mid. length breadth **14.34** shrunk Thickness parallel to axis **4.34**

mediate Shafts, diameter **7.34** as per Rule **7.34** Thrust shaft, diameter at collars **7.38** as per Rule **7.38**

Shafts, diameter **7.34** as per Rule **7.34** Screw Shaft, diameter **7.34** as per Rule **7.34** Is the tube screw shaft fitted with a continuous liner **Yes**

te Liners, thickness in way of bushes **5.4** as per Rule **5.4** Thickness between bushes **5.4** as per Rule **5.4** Is the after end of the liner made watertight in the

er 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**

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**

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

No If so, state type **Yes** Length of Bearing in Stern Bush next to and supporting propeller **36"**

eller, dia. **10-3"** Pitch **10-9"** No. of Blades **4** Material **C.I.** whether Moveable **No** Total Developed Surface **37** sq. feet

Pumps worked from the Main Engines, No. **One** Diameter **2 7/8"** Stroke **13"** Can one be overhauled while the other is at work **Yes**

Pumps worked from the Main Engines, No. **One** Diameter **2 7/8"** Stroke **13"** Can one be overhauled while the other is at work **Yes**

No. and size **One duplex donkey** Pumps connected to the **No. and size** **One duplex donkey** **Steam**

How driven **Steam pump 6x4 1/4 x 6** Main Bilge Line **How driven** **pump 6x4 1/4 x 6**

st Pumps, No. and size **One (as above)** Lubricating Oil Pumps, including Spare Pump, No. and size **One**

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

Pumps;—In Engine and Boiler Room **One 2" a/c** **One 2" forward**

mp Room **One 2" in holds, &c.** **One 2" in bilges** **One 2" in steam**

One 2" Gun Suction T. case compartment

Water Circulating Pump Direct Bilge Suctions, No. and size **One 4"** Independent Power Pump Direct Suctions to the Engine Room Bilges, **One 3" Gun**

d size **One 3" Gun** Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes **Yes**

e 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**

Sea Connections fitted direct on the skin of the ship **Yes** Are they fitted with Valves or Cocks **Both**

ay sized 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 **None**

ey 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**

Pipes pass through the bunkers **Skating Pipe only** How are they protected **Yes**

pipes pass through the deep tanks **None** Have they been tested as per Rule **Yes**

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

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

tment to another **Yes** Is the Shaft Tunnel watertight **No** Is it fitted with a watertight door **Yes** worked from **Yes**

N BOILERS, &c.—(Letter for record **5**) Total Heating Surface of Boilers **2000 sq. ft.**

h Boilers are fitted with Forced Draft **Main bilge** Which Boilers are fitted with Superheaters **Yes**

nd Description of Boilers **One S.E.** Working Pressure **200 lbs./sq. in.**

A REPORT ON MAIN BOILERS NOW FORWARDED? **Yes**

A DONKEY BOILER FITTED? **No** If so, is a report now forwarded? **Yes**

e donkey boiler be used for domestic purposes only **Yes**

NS. Are approved plans forwarded herewith for Shafting **Yes** Main Boilers **Yes** Auxiliary Boilers **Yes** Donkey Boilers **Yes**

(If not state date of approval)

aters **General Pumping Arrangements** **Yes** Oil fuel Burning Piping Arrangements **Yes**

SPARE GEAR.

e spare gear required by the Rules been supplied **Yes**

he principal additional spare gear supplied **1 Set of valves for air pump. 1 Spring for Safety valves,**

value led for main & one for donkey Check valves Complete with Seats **1 spare feed or bilge pump**

1 extra Valve for Centrifugal pump. 9 Reversing Engines 1 pump for bilge pump

Reversing Engine

The foregoing is a correct description.

FOR AMOS & SMITH LTD.

A. E. Newnely

DIRECTOR

Manufacturer.



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Lloyd's Register
Foundation

W300-0236

Dates of Survey while building
During progress of work in shops - - 1939. SEPT. 5, 12, 14, 15, 20, 21, 22, 22, 25, 26, OCT. 9, 11, 14, NOV. 1, 6, 10, 11, 21, 29, Dec. 15, 21, 1940. JAN. 2, 5, 9.
During erection on board vessel - - -
Total No. of visits 25.

Dates of Examination of principal parts—Cylinders 21/9/39. 22/9/39 23/9/39 Slides 20/9/39 Covers 21, 22 + 25/9/39
Pistons 14/9/39 Piston Rods 12.9.39. Connecting rods 14/9/39
Crank shaft 20.9.39. Thrust shaft 14/9/39. Intermediate shafts None
Tube shaft None. Screw shaft 12.9.39 Propeller
Stern tube Engine and boiler seatings Engines holding down bolts 15.12.39
Completion of fitting sea connections
Completion of pumping arrangements 9-1-40 Boilers fixed 15.12.39 Engines tried under steam 9-1-40
Main boiler safety valves adjusted 9-1-40. Thickness of adjusting washers 13/32"
Crank shaft material Steel Identification Mark 1253 DLHC 20.9.39 Thrust shaft material Steel Identification Mark 1253. J. LTI
Intermediate shafts, material None Identification Marks ✓ Tube shaft, material None Identification Mark ✓
Screw shaft, material Steel Identification Mark 1253 DLHC 12.9.39 Steam Pipes, material Steel Test pressure 600 lbs/sq Date of Test 29.1.40
Is an installation fitted for burning oil fuel Yes. Is the flash point of the oil to be used over 150°F. Yes
Have the requirements of the Rules for the use of oil as fuel been complied with Yes
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No 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 No.
Is this machinery duplicate of a previous case Yes. If so, state name of vessel AKITA Hul Rpt 50041

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 Rules & the approved plans. The workmanship & materials are good. & when tried under working conditions it was found satisfactory in every respect & is eligible, in our opinion, to be entered into the record of L.M.C 1.40 C.L. T. 3 Cy 13.22 3/4 - 37 - 200 lb. H.S. 2000 lb. 124 NHP. 1.5B. 3 Cy. F.D. Fitted for oil fuel. 1.40 F.P. above 150°F.

The amount of Entry Fee ... £ 3 : 0 :
Special ... £ 31 : 0 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 31 JAN 1940
When received, 4.3.1940

Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute TUE, 13 FEB. 1940
Assigned Full for 1.40
21. above 150°F