

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 23 FEB 1931

Date of writing Report 21-2-1931 When handed in at Local Office 21-2-1931 Port of Aberdeen
 No. in Survey held at Aberdeen Date, First Survey 18-3-30 Last Survey 14-2-1931
 Reg. Book. on the steam trawler "RIGHTWAY." (Number of Visits 22.)
 Built at Aberdeen By whom built J. Lewis & Sons Ltd. Yard No. 117 Tons { Gross 263.38
 Engines made at Aberdeen By whom made J. Lewis & Sons Ltd. Engine No. 200 When built 1931 Net 114.80
 Boilers made at Aberdeen By whom made J. Lewis & Sons Ltd. Boiler No. 161 When made 1931
 Registered Horse Power 90 Owners The Grater Stm. Fishing Co. Ltd. Port belonging to North Shields.
 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 for which Vessel is intended Fishing.

GINES, &c.—Description of Engines Triple expansion. Revs. per minute 110
 of Cylinders 12 1/2 - 21 - 34 Length of Stroke 24" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 6 1/2" as fitted 6 3/4" Crank pin dia. 6 3/4" Crank webs Mid. length breadth 10 3/8" shrunk Thickness parallel to axis 4 3/8"
 Intermediate Shafts, diameter as per Rule 6.28" as fitted 6 3/8" Thrust shaft, diameter at collars as per Rule 6.6" as fitted 6 3/4"
 Main Shafts, diameter as per Rule 6.99" as fitted 7 1/4" Is the hub screw shaft fitted with a continuous liner yes
 Liners, thickness in way of bushes as per Rule .507" as fitted 9/16" Thickness between bushes as per Rule .38" as fitted 12/32" Is the after end of the liner made watertight in the
 after 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
 Is 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
 Are the 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
 If so, plate type yes Length of Bearing in Stern Bush next to and supporting propeller 29"
 Propeller, dia. 8'-6" Pitch 11'-6" No. of Blades 4 Material G.I. whether Moveable no Total Developed Surface 31 sq. feet
 Pumps worked from the Main Engines, No. One Diameter 2 3/4" Stroke 12" Can one be overhauled while the other is at work yes
 Pumps worked from the Main Engines, No. One Diameter 2 3/4" Stroke 12" Can one be overhauled while the other is at work yes
 No. and size One 5 1/4" - 3 1/2" - 5" Duplex Pumps connected to the Main Bilge Line No. and size One 5 1/4" - 3 1/2" - 5" Duplex How driven Steam
 How driven Steam Lubricating Oil Pumps, including Spare Pump, No. and size One 5 1/4" - 3 1/2" - 5" Duplex
 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 Two 2", one forward & one aft. In Holds, &c. One 2" from slush well.

Water Circulating Pump Direct Bilge Suctions, No. and size One 3" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 and size One 2" ejector 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
 Sea Connections fitted direct on the skin of the ship yes Are they fitted with 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 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
 Pipes pass through the bunkers forward suction How are they protected wood casing
 Pipes pass through the deep tanks yes 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
 compartment to another yes Is the Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from yes

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 1779 sq. ft.
 Draft fitted no No. and Description of Boilers One S.E. Main Working Pressure 180 lb.
 REPORT ON MAIN BOILERS NOW FORWARDED? yes
 DONKEY BOILER FITTED? no If so, is a report now forwarded? yes

Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers yes Donkey Boilers yes
 (If not state date of approval)
 General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes

SPARE GEAR.

Spare gear required by the Rules been supplied yes
 principal additional spare gear supplied 1 safety valve spring. 1 escape valve spring for
each size fitted. 1 main & 1 auxy feed check valve.

The foregoing is a correct description,
 For JAMES LEWIS & SONS, LTD.

Manufacturer.



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 Foundation

W569-0050

Only one donkey boiler fitted
 See p. 2 of 2

1930
 March 18. May 27. Sep. 11. 27. Oct. 2. 8. 27. Nov. 14. 24. Dec. 1. 9. 15. 24. 31.
 1931.
 Jan 21.
 Jan. 26. 27. 29. Feb. 3. 10. 13. 14.
 Total No. of visits 22.

Dates of Examination of principal parts—Cylinders 24-11-30 Slides 1-12-30 Covers 24-11-30
 Pistons 1-12-30 Piston Rods 24-12-30 Connecting rods 31-12-30
 Crank shaft 14-2-30 Thrust shaft 9-12-30 Intermediate shafts 9-12-30
 Tube shaft ✓ Screw shaft 9-12-30 Propeller 9-12-30
 Stern tube 15-12-30 Engine and boiler seatings 21-1-31 Engines holding down bolts 27-1-31
 Completion of fitting sea connections 21-1-31
 Completion of pumping arrangements 10-2-31 Boilers fixed 27-1-31 Engines tried under steam 13-2-31
 Main boiler safety valves adjusted 10-2-31. Thickness of adjusting washers P $\frac{3}{8}$ S $\frac{3}{8}$ in.
 Crank shaft material Steel Identification Mark 623 JH Thrust shaft material Steel Identification Mark 912 P.F.
 Intermediate shafts, material Steel Identification Marks 912 P.F. Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material Iron Identification Mark 913 P.F. Steam Pipes, material S.D. Copper Test pressure 360 lb. Date of Test 26-1-31
 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 the use of oil as fuel been complied with ✓
 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 ✓
 Is this machinery duplicate of a previous case yes If so, state name of vessel "THEWAY." Abn Rpt No. 16468

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 and workmanship are good.

The machinery has been efficiently installed on board the vessel, tried under working conditions, and found good.

It is eligible in my opinion to have the record + LMC 2.31 C.L. in the Register Book.

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

The amount of Entry Fee ... £ 2 : - :
 Special ... £ 22 : 10 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 21-2-1931
 When received, 18-4-31

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

Committee's Minute

TUE. 3 MAR 1931

Assigned

+ LMC 2.31 C.L.

CERTIFICATE WRITTEN



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