

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

16 OCT 1930

Date of writing Report 14.10.30 When handed in at Local Office 15 Oct 1930 Port of Hull
 No. in Survey held at HULL Date, First Survey 23 April 1930 Last Survey 13 Oct 1930
 Reg. Book. 61105 on the STEAM TRAWLER "GEORGE AUNGER"
 Built at Beverley By whom built Cook, Welton & Gemmell Ltd Yard No. 554 Tons { Gross 363.06
 Net 173.42
 Engines made at Hull By whom made Amos & Smith Ltd Engine No. 675.622 when made 1930
 Boilers made at Hull By whom made Amos & Smith Ltd Boiler No. 675.622 when made 1930
 Registered Horse Power Owners The Bunch Steam Fishing Co Ltd Port belonging to Grimsby
 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 For which Vessel is intended Fishing

MACHINERY, &c.—Description of Engines

Triple Expansion

Revs. per minute

No. of Cylinders 13 "22 3/4" "34" Length of Stroke 26" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 7 1/2" Crank pin dia. 4 1/2" Crank webs Mid. length breadth 14 1/4" Thickness parallel to axis 4 3/4"
 as fitted 7 1/2" Mid. length thickness 4 3/4" Thickness around eye-hole 3 1/2"
 Intermediate Shafts, diameter as per Rule 6.9" Thrust shaft, diameter at collars as per Rule 7.2"
 as fitted 7 3/8" as fitted 7 1/2"
 Main Shafts, diameter as per Rule 7.7" Is the shaft fitted with a continuous liner { Yes
 as fitted 8 1/4" Is the after end of the liner made watertight in the
 Liners, thickness in way of bushes as per Rule 9/16" Thickness between bushes 9/16" Is the after end of the liner made watertight in the
 as fitted 9/16" If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
 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
 If so, state type
 Propeller, dia. 10'-0" Pitch 10'-10" No. of Blades 4 Material B.I. whether Moveable No Total Developed Surface 35 sq. feet
 Pumps worked from the Main Engines, No. One Diameter 27/8" Stroke 13" Can one be overhauled while the other is at work
 Pumps worked from the Main Engines, No. One Diameter 27/8" Stroke 13" Can one be overhauled while the other is at work
 No. and size One 6" x 3" x 6" Pumps connected to the Main Bilge Line No. and size One 6 3/4" x 4 3/4" x 6" + Ejector
 How driven Steam How driven Steam
 Lubricating Oil Pumps, including Spare Pump, No. and size
 Two independent means arranged for circulating water through the Oil Cooler
 Pumps;—In Engine and Boiler Room 2 @ 2" Suctions, connected to both Main Bilge Pumps and Auxiliary
 Pumps, &c. 4 @ 2"

Water Circulating Pump Direct Bilge Suctions, No. and size

Independent Power Pump Direct Suctions to the Engine Room Bilges,

One 3" 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 Yes
 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 casings
 Pipes pass through the deep tanks Have they been tested as per Rule
 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 Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S.)

Total Heating Surface of Boilers

1546 sq. ft.

Refracted Draft fitted No No. and Description of Boilers One single ended Working Pressure 200 lbs/sq. in.

REPORT ON MAIN BOILERS NOW FORWARDED?

Yes

DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

Are approved plans forwarded herewith for Shafting Main Boilers Yes Auxiliary Boilers Donkey Boilers
 (If not state date of approval)
 General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements

RE GEAR. State the articles supplied:—

2 Bolts + nuts for top ends, bottom ends and
 main bearings. Set of coupling bolts + nuts. Feed, bilge, air
 donkey pump valves. Safety valve spring. main + feed check
 valves + seats. 12 Piston studs + nuts. circulating pump impeller
 and shaft. Bolts + iron of various sizes.

The foregoing is a correct description,

For AMOS & SMITH LTD.

Manufacturer.

4881-1

Dates of Survey while building
During progress of work in shops - - 1930. April 22. May 7. 12. 26. June 14. 11. 22. 26. July 1. 3. 4. 24. 30 Aug 7. 26.
During erection on board vessel - - Sept 5. 10. 11. 17. 18. 22. Oct 2. 7. 9. 13. 14. 15. 17. 18. 22. 24. 26. 27. 28. 29. 30. 31. 1930.
Total No. of visits 24

Dates of Examination of principal parts—Cylinders 24-7-30 Slides 24-7-30 Covers 24-7-30
Pistons 24-7-30 Piston Rods 24-7-30 Connecting rods 24-7-30
Crank shaft 24-7-30 Thrust shaft 19-5-30 Intermediate shafts 19-5-30
Tube shaft 3-7-30 Propeller 24-7-30
Stern tube 24-7-30 Engine and boiler seatings 7-10-30 Engines holding down bolts 7-10-30
Completion of fitting sea connections 11-9-30
Completion of pumping arrangements 7-10-30 Boilers fixed 7-10-30 Engines tried under steam 9-10-30
Main boiler safety valves adjusted 9-10-30 Thickness of adjusting washers 12 3/8" 5 3/8"
Crank shaft material Steel Identification Mark Lloyd's 554 Thrust shaft material Steel Identification Mark Lloyd's 554
Intermediate shafts, material Steel Identification Marks Lloyd's 554 Tube shaft, material Steel Identification Mark Lloyd's 554
Screw shaft, material Steel Identification Mark Lloyd's 554 Steam Pipes, material S.D. Copper Test pressure 400 lb. Date of Test 18-9-30
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 Yes If so, have the requirements of the Rules been complied with Yes
Is this machinery duplicate of a previous case yes If so, state name of vessel "Galleon"

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery of this vessel has been built under special survey and the materials and workmanships are sound and good.
It has been satisfactorily fitted on board, tried under working conditions and found good.
It is eligible, in my opinion, to have record of L.M.C. 10.30. C.L.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 10.30 C.L.

20/10/30

The amount of Entry Fee ... £ 2 : 0 :
Special ... £ 22 : 15 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 15 Oct 1930
When received, 17.10.30

B. Moffatt
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned + L.M.C. 10.30 C.L.

