

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* Last Survey *13 Oct 1930*
 Reg. Book. *61105* on the **STEAM TRAWLER "GEORGE AUNGER"** (Number of Visits *24*)
 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. *875622* when made *1930*
 Boilers made at *Hull* By whom made *Amos & Smith Ltd* Boiler No. *875622* when made *1930*
 Registered Horse Power *91* Owners *The Bunch Steam Fishing Co Ltd* Port belonging to *Grimshy*
 Is Refrigerating Machinery fitted for cargo purposes *No* Is Electric Light fitted *Yes*
 Purpose for which Vessel is intended *Fishing*

DETAILS, &c.—Description of Engines *Triple Expansion* Revs. per minute *3*
 No. of Cylinders *3* Length of Stroke *26"* No. of Cranks *3*
 Crank shaft, dia. of journals *7 1/2"* 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 *web* shaft fitted with a continuous liner *Yes*
 as fitted *8 1/4"* as fitted *8 1/4"* Is the *screw* shaft fitted with a continuous liner *Yes*
 Liners, thickness in way of bushes as per Rule *9/16"* Thickness between bushes as per Rule *9/16"* Is the after end of the liner made watertight in the
 as fitted *9/16"* as fitted *9/16"* Is the after end of the liner made watertight in the
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner *Yes*
 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 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
 If so, state type *Yes* Length of Bearing in Stern Bush next to and supporting propeller *33"*
 Propeller, dia. *10'-0"* Pitch *10'-10"* No. of Blades *4* Material *B.S.* whether Moveable *No* Total Developed Surface *35* 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*
 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*
 Suctions, connected to both Main Bilge Pumps and Auxiliary Pumps;—In Engine and Boiler Room *2 @ 2"*
 Holds, &c. *4 @ 2"*

WATER CIRCULATING PUMP DIRECT BILGE SUCTIONS, No. and size *One 3 1/2"* 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*
 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 + strainers*
 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*
 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*

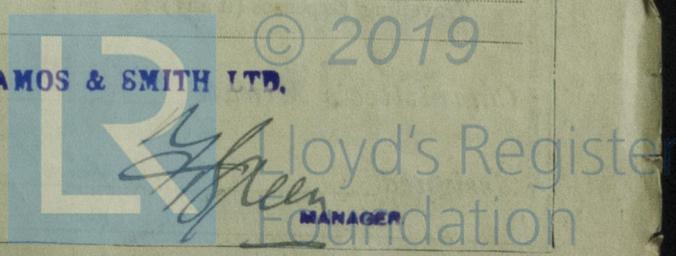
MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers *1546 sq. ft.*
 Forced Draft fitted *No* No. and Description of Boilers *One single ended* Working Pressure *200 lbs*
REPORT ON MAIN BOILERS NOW FORWARDED? *Yes*
DONKEY BOILER FITTED? *No* If so, is a report now forwarded? *Yes*
 Approved plans forwarded herewith for Shafting *Yes* Main Boilers *Yes* Auxiliary Boilers *Yes* Donkey Boilers *Yes*
 General Pumping Arrangements *Yes* Oil fuel Burning Piping Arrangements *Yes*

REPAIRS TO GEAR. State the articles supplied:— *2 Bolts + nuts for top ends, bottom ends and*
Set of coupling bolts + nuts. Feed, bilge, air
donkey pump valves. Safety valve spring. main + feed check
12 Piston studs + nuts. circulating pump impeller
Bolts + iron of various sizes.

The foregoing is a correct description,

Manufacturer.

For AMOS & SMITH LTD,



1930

Dates of Survey while building

During progress of work in shops -- 1930. April 28. May 7. 12. 26. June 11. 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.

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 26-6-30 Thrust shaft 19-5-30 Intermediate shafts 19-5-30

Tube shaft ✓ Screw 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 Loyds 554 Thrust shaft material Steel Identification Mark Loyds 554

Intermediate shafts, material Steel Identification Marks Loyds 554 Tube shaft, material ✓ Identification Mark ✓

Screw shaft, material Steel Identification Mark Loyds 554 Steam Pipes, material S.D. Copper Test pressure 400 lb. Date of Test 3-10-30

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 ✓

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

This Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee ... £ 2 : 0 : When applied for, 15 Oct 30

Special ... £ 22 : 15 : When received, 17.10.30

Donkey Boiler Fee ... £ : :

Travelling Expenses (if any) £ : :

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

Committee's Minute TUE. 21 OCT 1930

Assigned + L.M.C. 10.30 C.L.

