

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 19 SEP 1930

Date of writing Report 18.9.30 When handed in at Local Office 18 Sept 1930 Port of **HULL**

No. in Survey held at **HULL** Date, First Survey 9 Jan Last Survey 9 Sept 1930  
Reg. Book. 60710 on the **STEAM TRAWLER "CORDELA"** (Number of Visits 21) Gross Tons 354.85  
Net Tons 139.21

Built at **Selly** By whom built **Bochane & Sons** Yard No. 1084 When built 1930

Engines made at **Hull** By whom made **Amos & Smith Ltd** Engine No. 612 When made 1930

Boilers made at **Hull** By whom made **Amos & Smith Ltd** Boiler No. 612 When made 1930

Registered Horse Power Owners **Active Fishing Co Ltd** Port belonging to **Fleetwood**

nom. Horse Power as per Rule 97. 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 **Triple Expansion** Revs. per minute

Dia. of Cylinders 13"-22 3/4"-37" Length of Stroke 26" No. of Cylinders 3 No. of Cranks 3  
Crank shaft, dia. of journals as per Rule 4 1/2" Crank pin dia. 4 1/2" Crank webs Mid. length breadth 4 3/4" Thickness parallel to axis 4 3/4"  
as fitted 4 1/2" Mid. length thickness 4 3/4" shrunk 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 6.9" as fitted 7.2"

Tube Shafts, diameter as per Rule 4.7" Screw Shaft, diameter as per Rule 4.7"  
as fitted 4.7" as fitted 4.7" Is the { tube } shaft fitted with a continuous liner { **yes**  
{ screw }

Bronze Liners, thickness in way of bushes as per Rule 9/16" Thickness between bushes as per Rule 9/16"  
as fitted 9/16" as fitted 9/16" 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 **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 two 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, state type **yes** Length of Bearing in Stern Bush next to and supporting propeller 36"

Propeller, dia. 10'-3" Pitch 10'-7 1/2" No. of Blades 4 Material **B.I.** whether Moveable **no** Total Developed Surface 38 sq. feet

Feed 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**  
Main Bilge 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**

Feed Pumps { No. and size **One 6" x 3" x 6"** Pumps connected to the { No. and size **One 6 1/2" x 4 3/4" x 6"** & Ejector  
How driven **Steam** Main Bilge Line How driven **Steam**

Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size **yes**  
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 **2 @ 2"** In Holds, &c. **4 @ 2"**

Main Water Circulating Pump Direct Bilge Suctions, No. and size **One 3 1/2"** Independent Power Pump Direct Suctions to the Engine Room Bilges,  
No. and size **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 & strums**  
Are all 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**  
What Pipes pass through the bunkers **forward suction** How are they protected **wood casings.**  
What pipes pass through the deep tanks **yes** Have they been tested as per Rule **yes**  
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 **yes** worked from **yes**

MAIN BOILERS, &c.—(Letter for record ) Total Heating Surface of Boilers 1725 square feet.

Is Forced Draft fitted **no** No. and Description of Boilers **One single ended** Working Pressure **200 lb sq. in.**

IS A REPORT ON MAIN BOILERS NOW FORWARDED? **yes** 1 SB

IS A DONKEY BOILER FITTED? **no** If so, is a report now forwarded? **yes**

Are the donkey boiler intended to be used for domestic purposes only **yes**

PLANS. Are approved plans forwarded herewith for Shafting **yes** Main Boilers **yes** Auxiliary Boilers **yes** Donkey Boilers **yes**  
(If not state date of approval)

Superheaters **yes** General Pumping Arrangements **yes** Oil fuel Burning Piping Arrangements **yes**

## SPARE GEAR.

Has the spare gear required by the Rules been supplied **yes**

State the principal additional spare gear supplied **2 Bolts + nuts for top ends, bottom ends and main bearings.**

**Set of coupling bolts + nuts. Valves for air, feed, bilge and donkey pumps.**

**Safety valve spring. main + donkey checks valves + seats. feed pumps ram + gland. circulating pumps impeller + spindle. Bolts + iron of various sizes.**

**Main feed pipe. Top + bottom end bolts for circulating pump engine.**

The foregoing is a correct description,

Manufacturer.

For AMOS & SMITH LTD



002051-002061-0176

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During progress of work in shops - - { 1930.  
 Dates of Survey while building { During erection on board vessel - - -  
 Total No. of visits 21.

January 9. 15. 18. February 10. 12. March 17. April 16. May 12. 26. June 5. 16. 19. 23. 26.  
 July 11. 11. 30 Sept 1. 3. 5. 9.

"CORDELA" STEAM TRAWLER

Dates of Examination of principal parts—Cylinders 5-6-30 Slides 5-6-30 Covers 12-2-30  
 Pistons 9-1-30 Piston Rods 5-6-30 Connecting rods 5-6-30  
 Crank shaft 17-3-30 Thrust shaft 15-1-30 Intermediate shafts ✓  
 Tube shaft ✓ Screw shaft 18-1-30 Propeller 18-1-30  
 Stern tube 18-1-30 Engine and boiler seatings 5-9-30 Engines holding down bolts 5-9-30  
 Completion of fitting sea connections 11-7-30  
 Completion of pumping arrangements 9-9-30 Boilers fixed 5-9-30 Engines tried under steam 9-9-30  
 Main boiler safety valves adjusted 9-9-30 Thickness of adjusting washers P 25/64 S 3/32  
 Crank shaft material Steel Identification Mark Lloyds No 540 Thrust shaft material Steel Identification Mark Lloyds No 540  
 Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓  
 Screw shaft, material Steel Identification Mark Lloyds No 540 Steam Pipes, material SB Copper Test pressure 400 lbs Date of Test 3-9-30  
 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 ✓ 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 "Cleveland"

**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 workmanship are sound & good. It has been satisfactorily fitted on board, tried under working conditions and found in good order.

It is eligible in my opinion, to have record of LMC 9.30 C.L.

The forging reports sent herewith also apply to the sister vessel "Armana" to be completed shortly.

It is submitted that this vessel is eligible for THE RECORD + LMC 9.30 C-L.

20/9/30

The amount of Entry Fee ... £ 2 : 0  
 Specials ... £ 24 : 5  
 Donkey Boiler Fee ... £ : :  
 Travelling Expenses (if any) £ : :  
 When applied for, 18 Sept 1930  
 When received, 20.9.1930

b. Moffatt, Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
 Assigned + L.M.C. 9.30 C.L.

TUE. 23 SEP 1930



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