

Rpt. 4.

No. 39815.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 29.4.29 When handed in at Local Office 29.4.29 Port of Hull
 No. in Survey held at Hull Date, First Survey 5 Nov/28 Last Survey 22 April 1929
 Reg. Book. 67008 on the Steam Trawler "PERIHELION" (Number of Visits 21)
 Built at Selby By whom built Cochran & Sons Ltd. Yard No. 1043 Tons Gross 313.98 Net 145.86
 Engines made at Hull By whom made Amos & Smith Ltd. Engine No. 576 When built 1929
 Boilers made at Hull By whom made Amos & Smith Ltd. Boiler No. 576 when made "
 Registered Horse Power Owners Lublin S. & Co Ltd. Port belonging to Grimsby
 Nom. Horse Power as per Rule 91 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
 Dia. of Cylinders 13.22 3/4 37 Length of Stroke 26 No. of Cylinders 3 No. of Cranks 3 Revs. per minute
 Crank shaft, dia. of journals as per Rule 6.9 as fitted 7.5 Crank pin dia. 7.2 Crank webs Mid. length breadth 14 1/2 Mid. length thickness 4 1/2 Thickness parallel to axis 4 1/4 Thickness around eye-hole 3 3/4
 Intermediate Shafts, diameter as per Rule 6.6 as fitted 4 1/8 Thrust shaft, diameter at collars as per Rule 6.9 as fitted 7.2
 Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 4.4 as fitted 8 1/2 Is the { tube } shaft fitted with a continuous liner { Yes }
 Bronze Liners, thickness in way of bushes as per Rule 3/16 as fitted 3/16 Thickness between bushes as per Rule 3/16 as fitted 3/16 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
 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 two liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft
 Length of Bearing in Stern Bush next to and supporting propeller 33
 Propeller, dia. 10'-0" Pitch 10'-10" No. of Blades 4 Material CS. whether Moveable No Total Developed Surface 35 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
 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
 Feed Pumps { No. and size 6 3/4 x 4 3/4 x 6 How driven Steam } Pumps connected to the { No. and size 6 3/4 x 4 3/4 x 6 + 2 inch How driven Steam } Main Bilge Line
 Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size
 Are two independent means arranged for circulating water through the Oil Cooler
 Bilge Pumps;—In Engine and Boiler Room 2 @ 2 1/2 In Holds, &c. 4 @ 2 1/2 Suctions, connected to both Main Bilge Pumps and Auxiliary

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 1/2 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
 Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both
 Are they 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 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 Inward Suctions How are they protected Wood casings
 What pipes pass through the deep tanks Have they been tested as per Rule
 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 Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 1546 Sq. ft.
 Is Forced Draft fitted No No. and Description of Boilers One Simple ended Working Pressure 200 lbs.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded?

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

SPARE GEAR. State the articles supplied:—2 Bolts & nuts for top ends, bottom ends & main bearings. Set of coupling bolts & nuts. Feed bilge & air pump valves. Safety valve spring. Main & donkey check valves. 12 Piston studs & nuts. Arc. pump impeller & spindle. Bolts & nuts of various sizes.

The foregoing is a correct description,
 For AMOS & SMITH LTD.

Manufacturer.

MANAGER



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002298-002304-0188

During progress of work in shops - - 1928. Nov 5. Dec 4. 11. 1929. Jan 4. 15. 25. Feb 1. 5. 9. 11. 14. Mar 4. 7. 14. 21
 Dates of Survey while building During erection on board vessel - - - 28. Apr 3. 12. 13. 19. 22.
 Total No. of visits 21.

Dates of Examination of principal parts—Cylinders 14. 2. 29 Slides 21. 3. 29 Covers 14. 2. 29
 Pistons 21. 3. 29 Piston Rods 14. 2. 29 Connecting rods 14. 2. 29
 Crank shaft 14. 2. 29 Thrust shaft 4. 3. 29 Intermediate shafts 5. 2. 29
 Tube shaft 5. 2. 29 Screw shaft 5. 2. 29 Propeller 5. 2. 29
 Stern tube 5. 2. 29 Engine and boiler seatings 12. 4. 29 Engines holding down bolts 12. 4. 29
 Completion of fitting sea connections 11. 2. 29
 Completion of pumping arrangements 22. 4. 29 Boilers fixed 12. 4. 29 Engines tried under steam 22. 4. 29
 Main boiler safety valves adjusted 22. 4. 29 Thickness of adjusting washers F 3/8 A 3/2
 Crank shaft material Steel Identification Mark Slope 410 Thrust shaft material Steel Identification Mark Slope 410
 Intermediate shafts, material Steel Identification Marks Slope 410 Tube shaft, material Steel Identification Mark
 Screw shaft, material Steel Identification Mark Slope 410 Steam Pipes, material S.B. Copper Test pressure 400 lbs Date of Test 13. 4. 29
 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 carrying and burning oil fuel been complied with
 Is this machinery duplicate of a previous case If so, state name of vessel "Larwood"

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery of this vessel has been built under special survey & the materials and workmanship are sound & good. It has been satisfactorily fitted on board, tried under working conditions & found in good order. It is eligible in my opinion to have record of + L.M.C. 4. 29 Ch.

The foregoing reports & steel invoices already forwarded with report on sister vessel "Larwood"

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 4. 29. C.L.

YRM 1. 5. 29

The amount of Entry Fee ... £ 2 : 0 :
 Special ... £ 22 : 15 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 29 April 29
 When received, 1/5/29

John Mackinday
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 3 MAY 1929

Assigned

+ L.M.C. 4. 29 C.



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