

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

OCT -7 1937

Date of writing Report 4.10.37 When handed in at Local Office 6 OCT 1937 Port of HULL
 No. in Survey held at Hull Date, First Survey 29th April 1937 Last Survey 29th Sept 1937
 Reg. Book. 17708 on the Steam Crawler "BARNETT" (Number of Visits 26) Tons Gross 481.59
 Built at Beverly By whom built Book, Welton & Gemmell Ltd Yard No. 641 When built 1937
 Engines made at Hull By whom made Amos & Smith Ltd Engine No. 660 when made 1937
 Boilers made at Hull By whom made Amos & Smith Ltd Boiler No. 660 when made 1937
 Registered Horse Power ✓ Owners Crampton Steam Fishing Co, Ltd Port belonging to Germany
 Nom. Horse Power as per Rule 132 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 Reciprocating Triple Expansion Revs. per minute ✓
 Dia. of Cylinders 15"-25"-42" Length of Stroke 27" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 8.18" Crank pin dia. 8 1/4" Crank webs Mid. length breadth 15 1/2" Thickness parallel to axis 5 1/4"
 as fitted 8.25" Mid. length thickness 5 1/4" Thickness around eye-hole 3 1/32"
 Intermediate Shafts, diameter as per Rule 7.79" Thrust shaft, diameter at collars as per Rule 8.18"
 as fitted 8.00" as fitted 8.25"
 Tube Shafts, diameter as per Rule ✓ Screw Shaft, diameter as per Rule 8.67" Is the tube shaft fitted with a continuous liner Yes
 as fitted 17.5" as fitted 9.00"
 Bronze Liners, thickness in way of bushes as per Rule 1/32" Thickness between bushes as per Rule 1/32" Is the after end of the liner made watertight in the propeller boss Yes
 as fitted 3/8" as fitted 3/8"
 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 No
 If so, state type ✓ Length of Bearing in Stern Bush next to and supporting propeller 36"
 Propeller, dia. 10'-6" Pitch 11'-6" No. of Blades 4 Material Cast iron whether Movable No Total Developed Surface 40 sq. feet
 Feed Pumps worked from the Main Engines, No. One Diameter 3" Stroke 14" Can one be overhauled while the other is at work ✓
 Bilge Pumps worked from the Main Engines, No. One Diameter 3" Stroke 14" Can one be overhauled while the other is at work ✓
 Feed Pumps { No. and size One 6" x 8 1/2" x 13" Weir Pumps connected to the Main Bilge Line { No. and size One 6 1/4" x 4 1/4" x 6" Duplex & One 3" Ejector
 How driven Steam How driven Steam
 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 ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 2 at 2" diameter
 In Holds, &c. 5 at 2" diameter

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 5" dia Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One 3" dia 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
 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 ✓ 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 ✓ 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 2337 square feet
 Is Forced Draft fitted No No. and Description of Boilers One Single Ended Return Tube Working Pressure 210 lbs/p
 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 Yes Oil fuel Burning Piping Arrangements ✓
 SPARE GEAR. State the articles supplied:—
Spare gear as required by the Rules.
Additional spare gear:—
One set air pump valves.
One safety valve spring
One main & one auxiliary check valve lid & seat
One circulating pump impeller & shaft
One set valves for "Duplex" pump
One shuttle & one set valves for Weir pump
One S.D. Copper feed pipe
One S.D. Copper bottom water gauge pipe.

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

W. C. Brown.

Manufacturer.

DIRECTION



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Lloyd's Register
Foundation

002490-002491-0045

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Dates of Survey while building
During progress of work in shops - - 1937:- Apr 29 July 5.6.8.12.13.14.21.28
Aug 14.19.27.31 Sept 1.2.7.13.15.17.18.21.
During erection on board vessel - - 22.23.24.27.29.
Total No. of visits 26.

Dates of Examination of principal parts—Cylinders 12.7.37. Slides 7.9.37. Covers 7.9.37.
Pistons 7.9.37. Piston Rods 31.8.37. Connecting rods 1.9.37.
Crank shaft 28.7.37. Thrust shaft 12.7.37. Intermediate shafts 12.7.37.
Tube shaft ✓ Screw shaft 13.7.37. 14.7.37. Propeller 14.7.37.
Stern tube 14.7.37. Engine and boiler seatings 21.7.37. Engines holding down bolts 21.9.37.
Completion of fitting sea connections 21.7.37.
Completion of pumping arrangements 27.9.37. Boilers fixed 21.9.37. Engines tried under steam 27.9.37.
Main boiler safety valves adjusted 27.9.37. Thickness of adjusting washers $F = \frac{1}{32}$ " $A = \frac{3}{8}$ " SUPERHEATER $\frac{2}{32}$ "
Crank shaft material Steel Identification Mark 794. Thrust shaft material Steel Identification Mark 794.
Intermediate shafts, material Steel Identification Marks 794. Tube shaft, material Identification Mark
Screw shaft, material Steel Identification Mark 794. Steam Pipes, material 12. Steel Test pressure 630 lbs/sq. Date of Test 23.9.37.
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
Is this machinery duplicate of a previous case Yes ✓ If so, state name of vessel Steam Trawler "BRADMAN" ✓

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been built under Special Survey, the materials & workmanship being sound & good. It has been satisfactorily fitted on board, tried under steam and found good.

It is eligible in my opinion to have record of ✠ LMC 9.37. CL

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 ... £ 3 : 0 :
Special ... £ 33 : 0 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 6 OCT 1937
When received, 1.11.1937

Committee's Minute
Assigned + dmb. 9.37
FRI 8 OCT 1937

J. A. Orde
Engineer Surveyor to Lloyd's Register of Shipping.
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