

Rpt. 4.

No. 5830

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 25 NOV 1946 19... When handed in at Local Office... Port of HULL.

No. in Survey held at HULL. Date, First Survey 18. 7. 46. Last Survey 15. 11. 1946.
(Number of Visits 13.)

Reg. Book on the Steam Trawler "ARCTIC PIONEER".

Built at Hull By whom built Amos & Smith Ltd. Engine No. 793 When built 1946

Engines made at Hull By whom made Amos & Smith Ltd. Engine No. 793 When made 1946

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

Registered Horse Power Machinery Numeral 203 Owners Boyd Line Ltd. Port belonging to

Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which vessel is intended Trawler & Ocean going service.

ENGINES, &c. Description of Engines Triple expansion - steam reciprocating. Revs. per minute

Dia. of Cylinders 14 1/2", 24", 40" Length of Stroke 27" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 8 1/2" Crank pin dia. 8 1/2" Mid. length breadth 1' 3 1/2" Thickness parallel to axis 5 1/2" ✓
as fitted 8 1/2" Crank webs 5 1/2" shrunk Thickness around eye-hole 3.5/8" ✓

Intermediate Shafts, diameter as per Rule - Thrust shaft, diameter at collars as per Rule -
as fitted - as fitted -

Tube Shafts, diameter as per Rule - Screw Shaft, diameter as per Rule - Is the (tube / screw) shaft fitted with a continuous liner { - / - }
as fitted - as fitted - as fitted -

Bronze Liners, thickness in way of bushes as per Rule - Thickness between bushes as fitted - Is the after end of the liner made watertight in the propeller boss -
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 -
at - If so, state type - Length of Bearing in Stern Bush next to and supporting propeller -

Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet

Feed Pumps worked from the Main Engines, No. Two Diameter 2 1/2" Stroke 15" Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. Two Diameter 2 1/2" Stroke 15" Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size / How driven } Pumps connected to the Main Bilge Line { No. and size / How driven }

Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size Suctions, connected both to Main Bilge Pumps and Auxiliary

Are two independent means arranged for circulating water through the Oil Cooler -

Bilge Pumps: - In Engine and Boiler Room - In Holds, &c. -

In Pump Room -

Y Run 17.12.46

Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges.

No. and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

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

Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate

What Pipes pass through the bunkers How are they protected

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

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) Total Heating Surface of Boilers 2415 + 1092 = 3507 ft².

Which Boilers are fitted with Forced Draft Yes Which Boilers are fitted with Superheaters 1SB

No. and Description of Boilers Working Pressure

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED? If so, is a report now forwarded?

Can the donkey boiler be used for other than domestic purposes

PLANS. Are approved plans forwarded herewith for Shafting 17.5.46. Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval)

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

The foregoing is a correct description.

For AMOS & SMITH LTD.

M. C. Brown Manufacturer.

DIRECTOR.



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Lloyd's Register Foundation

002577-002582-0087

To Hpl 18.12.46

Dates of Survey while building
 During progress of work in shops - - { 1946 July 18, Aug 28, Sept 23, 25, 27, Oct 11, 14, 16, 22, 24, Nov 12, 15.
 During erection on board vessel - - - {
 Total No. of visits 13

Dates of Examination of principal parts - Cylinders 23.9.46. Slides 23.9.46. Covers 23.9.46.
 Pistons 25.9.46 Piston Rods 4.10.46. Connecting rods 4.10.46.
 Crank shaft 27.9.46. Thrust shaft - Intermediate shafts -
 Tube shaft - Screw shaft - Propeller -
 Stern tube - Engine and boiler seatings - Engines holding down bolts -
 Completion of fitting sea connections ✓ - Boilers fixed ✓ - Engines tried under steam -
 Completion of pumping arrangements ✓ - Thickness of adjusting washers - Certificate not recd
 Main boiler safety valves adjusted ✓ - Journals & Pins L.R. 703 FW 14.9.45.
 Crank shaft material F.I Steel Identification Mark Coup. End. Thrust shaft material 190 Identification Mark -
 Intermediate shafts, material - Identification Marks 8262 C.P. 23.5.46. Webs 191 & 2 B.H. 16.8.46. Identification Mark -
 Screw shaft, material - Identification Mark - Tube shaft, material - Identification Mark -
 Steam Pipes, material - Test pressure - Date of Test -
 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 -
 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..... No..... If so, state name of vessel -

General Remarks (State quality of workmanship, opinions as to class, &c.)
 The main engines of this vessel have been built under Special Survey in accordance with the Secretary's letters, the approved plans and the Rules. The workmanship and materials are good. Engines have been dispatched to Messrs. Gray of West Hartlepool for installation in Steam Trawler "ARCTIC PIONEER" and are eligible in my opinion to be classed on completion of tests.

Certificate to be sent to
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)
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The amount of Entry Fee	£ 24	: 6	When applied for, 25 NOV 1946
Special	£	:	
Donkey Boiler Fee	£	:	When received, 19
Travelling Expenses (if any)	£	:	

W.S. Shields
 Engineer Surveyor to Lloyd's Register of Shipping.

Date
 Committee's Minute See minute on April 54366.