

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 15919

Received at London Office

17 FEB 7

Date of writing Report 11. 2. 1937. When handed in at Local Office 11. 2. 1937. Port of MIDDLESBROUGH

No. in Survey held at Reg. Book. SOUTH BANK. Date, First Survey 17 October/36. Last Survey 3 2. 1937.

on the Steam Trawler "KELT" (Number of Visits 27)

Built at South Bank By whom built Smiths Dock Co Ltd Yard No. 1020 Tons { Gross 455. Net 165

Engines made at do. By whom made do. Engine No. 486 when made 1937.

Boilers made at Hartlepool By whom made Richardsons Westgarth & Co Boiler No. D. 486 when made 1937.

Registered Horse Power 132.6 Owners Hull Northern Fishing Co. Ltd. Port belonging to Hull.

Nom. Horse Power as per Rule 132.6 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 140

Dia. of Cylinders 13 1/2" 22 1/2" 39" Length of Stroke 26" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 7 7/8" as fitted 7 7/8" Crank pin dia. 8" Crank webs Mid. length breadth 11 1/2" Mid. length thickness 4 1/2" Thickness parallel to axis 4 1/2" Thickness around eye-hole 3 1/2"

Intermediate Shafts, diameter as per Rule 7 3/4" as fitted 7 3/4" Thrust shaft, diameter at collars as per Rule 7 7/8" as fitted 7 7/8"

Tube Shafts, diameter as per Rule 8 1/8" as fitted 8 1/8" Is the tube shaft fitted with a continuous liner yes

Screw Shaft, diameter as per Rule 8 1/8" as fitted 8 1/8"

Bronze Liners, thickness in way of bushes as per Rule 9/16" as fitted 9/16" Thickness between bushes as per Rule 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 shaft yes If so, state type oil gland

Propeller, dia. 10' 0" Pitch 9' 9" No. of Blades 4 Material C.D. whether Movable no Total Developed Surface 36 sq. feet

Feed Pumps worked from the Main Engines, No. 1 Diameter 3" Stroke 13 1/2" Can one be overhauled while the other is at work yes

Bilge Pumps worked from the Main Engines, No. 1 Diameter 3" Stroke 13 1/2" Can one be overhauled while the other is at work yes

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

Ballast Pumps, No. and size 1-6" 4 1/2" 6" 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. 1-2" For Store, 2-2 1/2" Sludge Tank, 2-2" Fish Room.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-4 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-2 1/2" To 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 bunker Steam to wind, swimming, wash deck How are they protected lapped & steel casing

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 none Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2500 sq. ft. 2467 #

Is Forced Draft fitted yes No. and Description of Boilers 1 SB. Working Pressure 225 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

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

PLANS. Are approved plans forwarded herewith for Shafting 8.9.33 Main Boilers yes Auxiliary Boilers yes Donkey Boilers yes

(If not state date of approval) Superheaters 6.10.33 General Pumping Arrangements 2.12.36 Oil fuel Burning Piping Arrangements yes

SPARE GEAR. State the articles supplied:—As per Rules + 1 C.D. propeller, 6 piston bolts & nuts, 1 safety valve spring, 1 spring for each size of escape valve, 1 main check valve lid, 1 donkey check valve lid, 1 oil air pump valve.

The foregoing is a correct description,
FOR SMITH'S DOCK CO. LTD.

W. Stanley

Manufacturer.



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002659-002666-0064

PILLAI

Dates
of Survey
while
building

During progress of
work in shops - -

1936 Oct 17 27 28 30 Nov 3 4 11 16 19 24 Dec 2 3 7 10 14 15 17 29

During erection on
board vessel - - -

1937 Jan 6 9 14 19 22 26 29 Feb 2 3

Total No. of visits

27

Dates of Examination of principal parts—Cylinders 29. 12. 36. Slides 29. 12. 36. Covers 29. 12. 36.

Pistons 10. 12. 36. Piston Rods 10. 12. 36. Connecting rods 15. 12. 36.

Crank shaft 10. 12. 36. Thrust shaft 27. 10. 36. Intermediate shafts 27. 10. 36

Tube shaft 17. 12. 36. Screw shaft 27. 10. 36. Propeller 15. 12. 36.

Stern tube 17. 12. 36. Engine and boiler seatings 29. 12. 36. Engines holding down bolts 14. 1. 37.

Completion of fitting sea connections 29. 12. 36. Completion of pumping arrangements 2. 2. 37. Boilers fixed 14. 1. 37. Engines tried under steam 3. 2. 37.

Main boiler safety valves adjusted 29. 1. 37. Thickness of adjusting washers Port 7/16" Star 3/8" Super 5/16"

Crank shaft material S.M. Steel Identification Mark LLOYD'S NO 2758 CRR 27.10.36 Thrust shaft material S.M. Steel Identification Mark LLOYD'S NO 2759 CRR 27.10.36

Intermediate shafts, material S.M. Steel Identification Marks LLOYD'S NO 2760 CRR 27.10.36 Tube shaft, material S.M. Steel Identification Mark LLOYD'S NO 2761 CRR 27.10.36

Screw shaft, material S.M. Steel Identification Mark LLOYD'S NO 2761 CRR 27.10.36 Steam Pipes, material Steel Test pressure 675 lbs. Date of Test 26. 1. 37.

Is an installation fitted for burning oil fuel No. Is the flash point of the oil to be used over 150°F. No.

Have the requirements of the Rules for the use of oil as fuel been complied with No.

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 No.

Is this machinery duplicate of a previous case No. If so, state name of vessel 'BENGALI'

General Remarks (State quality of workmanship, opinions as to class, &c.)

The materials and workmanship are good.
This machinery has been built under special survey in accordance with the Rules and Approved Plans. It has been securely fitted aboard and tested under working conditions with satisfactory results and is, in my opinion, eligible for classification with record + L.M.C. 2.37. SPT.

The amount of Entry Fee ... £ 3. 0. 0. When applied for,

Special ... £ 16. 12. 0. 16. 2. 1937

Donkey Boiler Fee ... £ : : When received,

Travelling Expenses (if any) £ : : 2. 4. 1937 3/4

Committee's Minute

TUE 2 MAR 1937

Assigned

+ LMC 2.37 SPT
JD, CL

Engineer Surveyor to Lloyd's Register of Shipping.



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