

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

8.7.29

Date of writing Report 21-6-1929. When handed in at Local Office 5-7-1929 Port of Aberdeen  
 No. in Survey held at Aberdeen Date, First Survey 10-1-29. Last Survey 3-7-1929.  
 Reg. Book. (Number of Visits 21.) Gross 212  
 on the steam trawler "FORT DEE" Tons Net 92  
 Built at Aberdeen By whom built J. Lewis & Sons Ltd. Yard No. 107 When built 1929.  
 Engines made at Aberdeen By whom made J. Lewis & Sons Ltd. Engine No. 188 when made 1929.  
 Boilers made at Aberdeen By whom made J. Lewis & Sons Ltd. Boiler No. 127 when made 1929.  
 Registered Horse Power Owners J. Lewis & Sons Ltd. Port belonging to Aberdeen.  
 Nom. Horse Power as per Rule 82. 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 110  
 Dia. of Cylinders 11½ - 21 - 34 Length of Stroke 24 No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 6.53 as fitted 6¾ Crank pin dia. 6¾ Crank webs Mid. length breadth 4¾ shrunk Thickness parallel to axis 4¾  
 Intermediate Shafts, diameter as per Rule 6.22 as fitted 6¾ Thrust shaft, diameter at collars as per Rule 6.53 as fitted 6¾  
 Tube Shafts, diameter as per Rule — as fitted — Screw Shaft, diameter as per Rule 6.92 as fitted 7¼ Is the (tube) shaft fitted with a continuous liner yes  
 Bronze Liners, thickness in way of bushes as per Rule .505 as fitted 9/16 Thickness between bushes as per Rule .38 as fitted 15/32 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 no If so, state type — Length of Bearing in Stern Bush next to and supporting propeller 2½  
 Propeller, dia. 8-6 Pitch 11-6 No. of Blades 4 Material C.I. whether Movable no Total Developed Surface 31 sq. feet  
 Feed Pumps worked from the Main Engines, No. one Diameter 2¾ Stroke 12 Can one be overhauled while the other is at work yes  
 Bilge Pumps worked from the Main Engines, No. one Diameter 2¾ Stroke 12 Can one be overhauled while the other is at work yes  
 Feed Pumps No. and size One 5¼ x 3½ x 5 duplex Pumps connected to the Main Bilge Line No. and size One 5¼ x 3½ x 5 duplex How driven Steam  
 Ballast Pumps, No. and size — Lubricating Oil Pumps, including Spare Pump, No. and size none  
 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 @ 2" In Holds, &c. One 2" from hold, One 2" from slush well.

Main Water Circulating Pump Direct Bilge Suctions, No. and size one 3" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size two 2" bilge 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 strum boxes  
 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 Suctions How are they protected wood casings  
 What pipes pass through the deep tanks — 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 no worked from —

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 1476 sq. ft.  
 Is Forced Draft fitted no No. and Description of Boilers One S.E. Main 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 no Main Boilers yes Auxiliary Boilers — Donkey Boilers —  
 Superheaters — General Pumping Arrangements yes Oil fuel Burning Piping Arrangements —

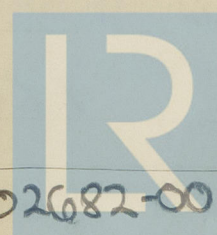
SPARE GEAR. State the articles supplied:— 2 top end bolts & nuts, 2 bottom end bolts & nuts, 2 main bearing bolts, 1 set of coupling bolts, 1 set of air, feed, bilge, & circulating pump valves, one main & one donkey feed check valve, one safety valve spring, one escape valve spring for each size fitted, 6 cylinder studs & nuts, 6 junk ring bolts & nuts, 3 boiler tubes, a quantity of assorted bolts & nuts, & iron of various sizes.

The foregoing is a correct description,

FOR JOHN LEWIS &amp; SONS, LTD.

J. J. Donald

Manufacturer.



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Lloyd's Register Foundation

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1929. JAN. 10, 14, 16, 24. FEB. 18, 27. MAR. 7, 15, 21, 25. APR. 5, 18, 30. MAY. 13, 31. JUNE. 6  
During progress of work in shops -- 17, 20.  
Dates of Survey while building  
During erection on board vessel --- JUNE. 26. JULY. 2, 3.  
Total No. of visits 21

Dates of Examination of principal parts—Cylinders 27-2-29 Slides 25-3-29 Covers 27-2-29.  
Pistons 25-3-29. Piston Rods 18-4-29 Connecting rods 18-4-29.  
Crank shaft 28-2-29 Thrust shaft 30-4-29 Intermediate shafts 30-4-29.  
Tube shaft ✓ Screw shaft 30-4-29. Propeller 13-5-29.  
Stern tube 13-5-29. Engine and boiler seatings 9-5-29 Engines holding down bolts 26-6-29  
Completion of fitting sea connections 9-5-29  
Completion of pumping arrangements 28-6-29 Boilers fixed 26-6-29 Engines tried under steam 3-7-29.  
Main boiler safety valves adjusted 3-7-29 Thickness of adjusting washers P. 1 1/32" S. 1 1/32"  
Crank shaft material Steel Identification Mark 218 J.H. Thrust shaft material steel Identification Mark 1193 P.F.  
Intermediate shafts, material Steel Identification Marks 1193-P.F. Tube shaft, material ✓ Identification Mark ✓  
Screw shaft, material Iron Identification Mark 1194 P.F. Steam Pipes, material Copper. Test pressure 380 lb. Date of Test 27-6-29  
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 ✓  
Is this machinery duplicate of a previous case yes If so, state name of vessel "Arthur Godfrey."

General Remarks (State quality of workmanship, opinions as to class, &c.)  
The machinery has been constructed under Special Survey in accordance with the Rules.  
The materials & workmanship are good.  
The machinery has been efficiently fitted on board the vessel & operated under working condition & found satisfactory and in my opinion is eligible for notation + L.M.C. 7-29.

It is submitted that  
this vessel is eligible for  
THE RECORD. + L.M.C. 7-29. C-L.

9/7/29

The amount of Entry Fee ... £ 2 : 0 : When applied for, 6-7-1929  
Special ... £ 20 : 10 :  
Donkey Boiler Fee ... £ : : When received, 25-9-29  
Travelling Expenses (if any) £ : :  
P. Fitzgerald. Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI, 12 JUL 1929

Assigned Thmc 7.29