

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

4 JUL 1936

Date of writing Report 1. 7. 1936 When handed in at Local Office 1. 7. 1936 Port of MIDDLESBROUGH.

No. in Survey held at SOUTH BANK. Date, First Survey 26. 6. 1936. Last Survey 26. 6. 1936.

Reg. Book. on the Steam trawler "LOCH MONTEITH" (Number of Visits) Tons Gross 330 Net 194

Built at South Bank. By whom built Smiths Dock Co. Ltd. Yard No. 1003. When built 1936.

Engines made at do. By whom made do. Engine No. 461. when made 1936.

Boilers made at Hartlepool By whom made Richardsons, Westgarth & Co. Ltd. Boiler No. D. 461. when made 1936.

Registered Horse Power Owners Loch Fishing Co. of Hull Ltd. Port belonging to Hull

Horse Power as per Rule 165 ✓ Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted Yes.

for which Vessel is intended Fishing

ENGINES, &c.—Description of Engines Compound Uniflow Revs. per minute 145.

Cylinders 11 1/2 (2) 27 1/2 (2) Length of Stroke 25 1/4 No. of Cylinders 4 No. of Cranks 4

shaft, dia. of journals as per Rule 8.6 Crank pin dia. 8 3/4 Crank webs Mid. length breadth 1 1/2 Thickness parallel to axis 5 1/2 shrunk Thickness around eye-hole 3 1/2

Intermediate Shafts, diameter as per Rule 8.15 Thrust shaft, diameter at collars as per Rule 8.6

Shafts, diameter as fitted 8 1/2 as fitted 8 3/4

Screw Shaft, diameter as per Rule 9.0 Is the tubo shaft fitted with a continuous liner Yes

Liner thickness in way of bushes as per Rule 9.6 Thickness between bushes as per Rule 19 Is the after end of the liner made watertight in the 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

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

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 Yes

Length of Bearing in Stern Bush next to and supporting propeller 3'-9 1/2"

Propeller, dia. 10'-0 1/2" Pitch 10'-3" No. of Blades 4 Material C.I. whether Moveable no Total Developed Surface 40 sq. feet

Pumps worked from the Main Engines, No. 1 Diameter 3 1/4" Stroke 11" Can one be overhauled while the other is at work Yes

Pumps worked from the Main Engines, No. 1 Diameter 3 1/4" Stroke 11" Can one be overhauled while the other is at work Yes

No. and size 1-6" x 4 1/2" x 6" DUPLEX & INJECTOR pumps connected to the Main Bilge Line No. and size 1-6" x 4 1/2" x 6" DUPLEX & EJECTOR

How driven Steam How driven Steam

Lubricating Oil Pumps, including Spare Pump, No. and size

independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary pumps;—In Engine and Boiler Room 2-2"

Is, &c. 1-2 1/2" FOR SLUSH WELL; 1-2" AFT SLUSH WELL; 1-2" FOR STORE

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" 16 EJECTOR

Are all the Bilge Suction Pipes in holds fitted with strum-boxes Yes

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

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

Are 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 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

Pipes pass through the bunkers wash deck & Steam Co. trawl wind How are they protected Steel casings & lagged

Pipes pass through the deep tanks Have they been tested as per Rule Yes

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes

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 2714 sq. ft.

Proposed Draft fitted Yes No. and Description of Boilers 1 S.B. Working Pressure 225 lbs.

A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

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

ANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Donkey Boilers

Heaters General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—1 C.I. propeller, 1 main & 1 donkey check valve lid, 1 safety valve opening, 1 cushion & 1 delivery valve for each donkey, 1 feed pump plunger, 1 centrifugal pump shaft, 6 pins ring studs, 1 hot air pump valve, 1 piston rod gland, 1 slide rod gland, 3 condenser tubes, 20 condenser ferrules, 3 boiler tubes.

The foregoing is a correct description,
FOR SMITHS DOCK COMPANY, LTD

A. Watley

Manufacturer.



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NOTE.—The words which do not apply should be

Dates of Survey while building

During progress of work in shops - - 1935/7 Dec. 5, 1936/1 Jan 5, 8, 14, 22, 27, 29, 30 Feb 3, 4, 9, 12, 17, 19, 24, 25, 27 Mar 2, 13, 17, 19, 23, 31 Apr 2, 6, 14
 15, 21, 30 May 4, 9, 14

During erection on board vessel - - - May 19, 20, 22, 28 Jun 3, 8, 12, 18, 22, 23, 26

Total No. of visits 43

Dates of Examination of principal parts—Cylinders 13. 3. 36. Slides 17. 3. 36. Covers 13. 3. 36.

Pistons 17. 3. 36 Piston Rods 4. 3. 36. Connecting rods 23. 3. 36.

Crank shaft 4. 3. 36 Thrust shaft 14. 2. 36. Intermediate shafts 3. 4. 36.

Tube shaft ✓ Screw shaft 3. 4. 36. Propeller 19. 5. 36.

Stern tube 14. 5. 36. Engine and boiler seatings 20. 5. 36. Engines holding down bolts 28. 5. 36.

Completion of fitting sea connections 19. 5. 36.

Completion of pumping arrangements 26. 6. 36. Boilers fixed 28. 5. 36. Engines tried under steam 26. 6. 36.

Main boiler safety valves adjusted 12. 6. 36 Thickness of adjusting washers bolt $\frac{11}{32}$ Superheater $\frac{9}{32}$

Crank shaft material S.M. Steel Identification Mark LLOYDS No 2318 CRR 7. 2. 36 Thrust shaft material S.M. Steel Identification Mark LLOYDS No 2321 CRR 14. 2. 36

Intermediate shafts, material S.M. Steel Identification Marks LLOYDS No 2320 CRR 3. 4. 36 Tube shaft, material — Identification Mark —

Screw shaft, material S.M. Steel Identification Mark LLOYDS No 2319 CRR 3. 4. 36 Steam Pipes, material Steel ✓ Test pressure 675 lbs. Date of Test 8. 6. 36.

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 no. If so, state name of vessel ✓

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 and in accordance with the Rules and Approved Plans. It has been recently fitted aboard and tested under working conditions with satisfactory results and is, in my opinion, eligible for classification with record + h.M.C. 6. 36.

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

Special Less Boiler Fee ... £ 22-19-0 27 1936

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

Travelling Expenses (if any) £ : : 1-9-36 2/19

P. J. McA. Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 17 JUL 1936

Assigned + Lamb 6. 36 J.D., C.L.



The Surveys are requested not to write on or below the space for Committee's Minute.