

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 14 JUL 1936

Date of writing Report 19 When handed in at Local Office 13 JUL 1936 Port of Hull

No. in Survey held at Hull Date, First Survey 24.1.36 Last Survey 2.7.1936
 Reg. Book. on the Steam Trawler "KIRKELLA" (Number of Visits 35) Tons { Gross 436 Net 170

Built at Selby By whom built Cochrane Bros Ltd Yard No. 1159 When built 1936

Engines made at Hull By whom made } Amos & Smith Engine No. 648 When made 1936
 Boilers made at Hull By whom made } La Boiler No. 648 When made 1936

Registered Horse Power Owners J. Mac Amos Ltd Port belonging to Fleewood.

Nom. Horse Power as per Rule 116 112 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted Yes

Trade for which Vessel is intended Fishing

ENGINES, &c.—Description of Engines Triple Expansion. Revs. per minute

Dia. of Cylinders 13 1/2, 24, 39 Length of Stroke 24 No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 4 1/8 Crank pin dia. 4 1/8 Crank webs Mid. length breadth 15 1/2 Thickness parallel to axis 5 1/2
 as fitted 7 7/8 Mid. length thickness 5 1/2 shrunk Thickness around eye-hole 5 1/2

Intermediate Shafts, diameter as per Rule 7 3/4 Thrust shaft, diameter at collars as per Rule 7 1/8
 as fitted 7 1/2 as fitted 7 7/8

Tube Shafts, diameter as per Rule 8 1/4 Is the tube shaft fitted with a continuous liner Yes
 as fitted 8 1/2 as fitted 8 1/2

Bronze Liners, thickness in way of bushes as per Rule 5/8 Thickness between bushes as per Rule 5/8 Is the after end of the liner made watertight in the propeller boss Yes
 as fitted 5/8 as fitted 5/8 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

Propeller, dia. 10'-6" Pitch 10'-9 1/2" No. of Blades 4 Material Ct. whether Moveable No Total Developed Surface 38.5 sq. feet

Feed Pumps worked from the Main Engines, No. 1 Diameter 3" Stroke 14" Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. 1 Diameter 3" Stroke 14" Can one be overhauled while the other is at work

Feed Pumps { No. and size 6" x 3" x 6" Pumps connected to the Main Bilge Line { No. and size 4 1/2" x 5" x 6" 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 @ 2" In Holds, &c. 3 @ 2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 4" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 3" 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 casing

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 Yes Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record 8) Total Heating Surface of Boilers 2060 sq. ft

Is Forced Draft fitted No No. and Description of Boilers One single ended Working Pressure 215 lbs D

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

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

Is the donkey boiler intended to be used for domestic purposes only

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 Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied
 Spare valves for air, feed, bilge & donkey pumps. Main & aux. check valves.
 Feed pump ram. Circulating pump impeller shaft. Safety valve spring.

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

A. C. Lawrence Manufacturer.



© 2020 Lloyd's Register Foundation

003659-003670-0114

NOTE.—The words which do not apply should be deleted.

100074

1936.
 During progress of work in shops -- Jan. 24, 29, Feb. 4, 7, 13, 17, 21, 26, Mar. 2, 4, 6, 9, 11, 16, 20, 25, 30, Apr. 2, 3, 7, 16, 22, 27, May, 6, 12, 19, 26.
 Dates of Survey while building During erection on board vessel --- 29, 30, June 11, 16, 24, 26, 30, July 2.
 Total No. of visits 35

Dates of Examination of principal parts—Cylinders 9.3.36 Slides 20.3.36 Covers 20.3.36
 Pistons 20.3.36 Piston Rods 20.3.36 Connecting rods 20.3.36
 Crank shaft 20.3.36 Thrust shaft 17.2.36 Intermediate shafts 17.2.36
 Tube shaft ✓ Screw shaft 9.3.36 Propeller 10.3.36
 Stern tube 6.3.36 Engine and boiler seatings 26.6.36 Engines holding down bolts 26.6.36
 Completion of fitting sea connections 19.5.36
 Completion of pumping arrangements 26.6.36 Boilers fixed 26.6.36 Engines tried under steam 2.7.36
 Main boiler safety valves adjusted 2.7.36 Thickness of adjusting washers Ft. 1/32 A 1/32
 Crank shaft material Steel Identification Mark Lloyd's 762 Thrust shaft material Steel Identification Mark Lloyd's 762
 Intermediate shafts, material Steel Identification Marks Lloyd's 762 Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material Steel Identification Mark Lloyd's 762 Steam Pipes, material Steel Test pressure 600 lbs Date of Test 24/6/36
 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 ✓ If so, state name of vessel ✓

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 are sound & good. It has been satisfactorily fitted on board, tried under working conditions & found good.
 It is signed in my opinion to have record of + L.M.C. 7.36 C.L.

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 ... £ 28 : 5 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 13 JUL 1936
 When received, 23-7 36

John Strachan
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 21 JUL 1936

Assigned + dmb. 7.36

