

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 FRILAND
 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 Lilly 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. H. Amos Ltd Port belonging to Fleetwood
 Nom. Horse Power as per Rule 116 1/2 Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted ✓
 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 7 1/2" Crank pin dia. 7 1/2" Crank webs Mid. length breadth 15" Thickness parallel to axis 5"
 as fitted 7 1/2" Mid. length thickness 5" Thickness around eye-hole 5 1/2"
 Intermediate Shafts, diameter as per Rule 7 1/2" Thrust shaft, diameter at collars as per Rule 7 1/2"
 as fitted 7 1/2" as fitted 7 1/2"
 Tube Shafts, diameter as per Rule 8 1/2" Is the { tube } shaft fitted with a continuous liner { ✓ }
 as fitted 8 1/2" as fitted 8 1/2" Is the { screw } shaft fitted with a continuous liner { ✓ }
 Screw Shaft, diameter as per Rule 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
 as fitted 5/8" as fitted 5/8" 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
 shaft ✓ If so, state type ✓ Length of Bearing in Stern Bush next to and supporting propeller 36"
 Propeller, dia. 10'-6" Pitch 10'-10 1/2" No. of Blades 4 Material st. whether Moveable ✓ 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 one 6" x 3" x 6" Pumps connected to the { No. and size one 4 1/2" x 5" x 6" Ejector ✓
 How driven Steam Main Bilge Line 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"
 In Pump Room ✓

Main Water Circulating Pump Direct Bilge Suctions, No. and size one 4" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size one 3" Ejector 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 Both
 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 Above
 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 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 ✓
 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 2060 sq. ft
 Is Forced Draft fitted ✓ No. and Description of Boilers one single ended Working Pressure 215 lbs. p.s.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? ✓
 IS A DONKEY BOILER FITTED? ✓ 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 ✓ 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

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.

Manufacturer.

MANAGER

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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.
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 9. 3. 36 Screw shaft 9. 3. 36 Propeller 10. 3. 36
Stern tube 10. 3. 36 Engine and boiler seatings 16. 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 F $\frac{1}{32}$ A $\frac{1}{32}$
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 Steel Identification Mark
Screw shaft, material Steel Identification Mark Lloyd's 762 Steam Pipes, material Steel Test pressure 650 lbs Date of Test 26/6/36
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.

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 + L.M.C. 7. 36



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