

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 4 July 1930 When handed in at Local Office 4 July 1930 Port of Hull
 No. in Survey held at Hull Date, First Survey 10 March Last Survey 27 June 1930
 Reg. Book. 10470 on the Steam Trawler - CAPE KANIN (Number of Visits 19)
 Built at Lilly By whom built Cochrane & Sons Ltd. Yard No. 1083 Tons 317.44
 Engines made at Hull By whom made Cochranes & Co Ltd Engine No. 1398 Net 143.82
 Boilers made at Hull By whom made do Boiler No. 1398 When built 1930
 Registered Horse Power 96 Owners Anderson S. Fishing Co Ltd Port belonging to Hull
 Nom. Horse Power as per Rule 96 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 3
 Dia. of Cylinders 13" 23" 37" Length of Stroke 26" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals 7.2" Crank pin dia. 4.2" Crank webs 14.2" Mid. length breadth 4.78" Thickness parallel to axis 3.92"
 as per Rule 7.2" as fitted 7.2" Mid. length thickness 4.78" as per Rule 4.78" as fitted 4.78"
 Intermediate Shafts, diameter 4.2" Thrust shaft, diameter at collars 4.2"
 as per Rule 4.2" as fitted 4.2" as per Rule 4.2" as fitted 4.2"
 Tube Shafts, diameter 4.2" Screw Shaft, diameter 8.4" Is the { tube } shaft fitted with a continuous liner { Yes }
 as per Rule 4.2" as fitted 4.2" as per Rule 8.4" as fitted 8.4"
 Bronze Liners, thickness in way of bushes 7/16" Thickness between bushes 3/8" Is the after end of the liner made watertight in the propeller boss Yes
 as per Rule 7/16" as fitted 7/16" as per Rule 3/8" as fitted 3/8"
 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 Length of Bearing in Stern Bush next to and supporting propeller 36"
 Propeller, dia. 9' 10 1/2" Pitch 10' 10 1/2" No. of Blades 4 Material Cast Iron whether Moveable No Total Developed Surface 34.75 sq. feet
 Feed Pumps worked from the Main Engines, No. One Diameter 2 3/4" Stroke 14 3/4" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. One Diameter 2 3/4" Stroke 14 3/4" Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size One 6" x 3 1/2" x 6" Pumps connected to the { No. and size One 6" x 4 1/4" x 6" + 3" Ejector }
 { How driven Steam Main Bilge Line { How driven Steam }
 Ballast Pumps, No. and size Two 2" @ 2" Lubricating Oil Pumps, including Spare Pump, No. and size One 2" @ 2"
 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. 5 @ 2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 3 1/2" Ejector Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One 3 1/2" 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 Suctions How are they protected Wood 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 Yes Is it fitted with a watertight door Yes worked from Yes

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 1698 Sq. ft.
 Is Forced Draft fitted No No. and Description of Boilers One Single ended Working Pressure 100 lbs.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? Yes If so, is a report now forwarded? Yes

PLANS.—Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes
 (If not state date of approval)
 Superheaters Yes General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

SPARE GEAR. State the articles supplied:—2 Bolts & nuts for top ends, bottom ends and main bearings. Set of coupling bolts & nuts. Valves for air, fuel, bilge & donkey pumps. Main & donkey check valves. Safety valve spring. Donkey pump ram. Impeller shaft. Main eccentric strap. Bolts & iron of various sizes.

The foregoing is a correct description,
 For CHARLES D. HOLMES & CO., LTD.

Dr Cooper

Manufacturer.



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 Foundation

During progress of work in shops -- 1930. Mar 10. 27. Apr 15. 16. 28. May 5. 10. 13. 14. 19. 22. 26. 30 June 2. 19.
During erection on board vessel --
Total No. of visits 19.

Dates of Examination of principal parts—Cylinders 19.5.30 Slides 26.5.30 Covers 19.5.30
Pistons 26.5.30 Piston Rods 22.5.30 Connecting rods 22.5.30
Crank shaft 5.5.30 Thrust shaft 5.5.30 Intermediate shafts 15.4.30
Tube shaft ✓ Screw shaft 15.4.30 Propeller 15.4.30
Stern tube 15.4.30 Engine and boiler seatings 21.6.30 Engines holding down bolts 21.6.30
Completion of fitting sea connections 13.5.30
Completion of pumping arrangements 27.6.30 Boilers fixed 21.6.30 Engines tried under steam 27.6.30
Main boiler safety valves adjusted 24.6.30 Thickness of adjusting washers 1/16" 5/32"
Crank shaft material Steel Identification Mark L.M.C. 603. Thrust shaft material Steel Identification Mark L.M.C. 603
Intermediate shafts, material Steel Identification Marks L.M.C. 603. Tube shaft, material ✓ Identification Mark
Screw shaft, material Steel Identification Mark L.M.C. 603 Steam Pipes, material Lopper Test pressure 400 lbs. Date of Test 25.6.30
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 ✓
Is this machinery duplicate of a previous case ✓ If so, state name of vessel Cape Guardafui

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 in good order.

It is eligible in my opinion to have record of + L.M.C. 6.30 C.L.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 6.30 C.L.

J. 8/7/30

The amount of Entry Fee ... £ 2 : 0 :
Special ... £ 24 : 0 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 4 July 1930
When received, 1.8.30

Committee's Minute

FRI. 11 JUL 1930

Assigned

+ L.M.C. 6.30

Engineer Surveyor to Lloyd's Register of Shipping.



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