

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

26 AUG 1936

Date of writing Report

When handed in at Local Office

25 AUG 1936

Port of

No. in Survey held at  
Reg. Book.

Date, First Survey

29th April 1936

Last Survey

12th August 1936

(Number of Visits)

25

Gross

440.47

Net

168.17

Built at

Selly

By whom built

Bochrane &amp; Sons Ltd.

Yard No.

1165

When built

1936.8

Engines made at

Hull

By whom made

Charles D. Holmes &amp; Co. Ltd.

Engine No.

1496

When made

1936

Boilers made at

Hull

By whom made

Charles D. Holmes &amp; Co. Ltd.

Boiler No.

1496

When made

1936

Registered Horse Power

Owners

Ocean Steam Fishing Co. Ltd.

Port belonging to

Hull

Nom. Horse Power as per Rule

114

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which Vessel is intended

Fishing

## ENGINES, &amp;c.—Description of Engines

## Triple Expansion Reciprocating

Revs. per minute

Dia. of Cylinders

13 1/2" 24" 39"

Length of Stroke

27"

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule 7.65"

as fitted 8.00"

Crank pin dia.

8.00"

Crank webs

Mid. length breadth

15 1/8"

Thickness parallel to axis

5"

Intermediate Shafts, diameter

as per Rule 7.29"

as fitted 7.625"

Thrust shaft, diameter at collars

as per Rule 8.145"

as fitted 8.00"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 8.375"

as fitted

Is the

tube

screw

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule 17 1/2"

as fitted 18 1/2"

Thickness between bushes

as per Rule 13 1/2"

as fitted 15 1/2"

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

Yes

Length of Bearing in Stern Bush next to and supporting propeller

36"

Propeller, dia.

10' 3"

Pitch

10' 6"

No. of Blades

4

Material

B.I.

whether Moveable

No

Total Developed Surface

40

sq. feet

Feed Pumps worked from the Main Engines, No.

1

Diameter

3"

Stroke

15"

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No.

1

Diameter

3"

Stroke

15"

Can one be overhauled while the other is at work

Yes

Feed Pumps

No. and size

One 7" x 5" x 6"

How driven

Steam

Pumps connected to the

Main Bilge Line

No. and size

One 7" x 5" x 6" and 3" dia Ejector

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" dia

In Pump Room

In Holds, &amp;c.

5 @ 2" dia

Main Water Circulating Pump Direct Bilge Suctions, No. and size

One @ 4" dia

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

One 3" dia Ejector

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strainers

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 fitted 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 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

Yes

worked from

## MAIN BOILERS, &amp;c.—(Letter for record "S")

Total Heating Surface of Boilers

2030 sq. ft.

Is Forced Draft fitted

No

No. and Description of Boilers

One Single Ended R.T. Working Pressure

210#

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes

IS A DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

Yes

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

Yes

PLANS.

Are approved plans forwarded herewith for Shafting

Yes

Main Boilers

Yes

Auxiliary Boilers

Yes

Donkey Boilers

Yes

Superheaters

Yes

General Pumping Arrangements

Yes

Oil fuel Burning Piping Arrangements

Yes

## SPARE GEAR.

Has the spare gear required by the Rules been supplied

Yes

State the principal additional spare gear supplied

Air, feed &amp; bilge pump valves.

Main &amp; donkey check valves and seats.

Impeller for centrifugal pump.

Impeller shaft for centrifugal pump.

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

Manufacturer.



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Lloyd's Register  
Foundation

002038-002050-0150



During progress of work in shops - -  
Dates of Survey while building  
During erection on board vessel - - -  
Total No. of visits

1936:- Apr 29. May 1. 6. 8. 12. 14. 22. 26. June 5. 11. 13. 16. 25. 29.  
July 10. 14. 21. 28. 30. 31. Aug 6. 4. 8. 12.

25

Dates of Examination of principal parts—Cylinders 21-7-36 Slides 21-7-36 Covers 21-7-36  
Pistons 21-7-36 Piston Rods 14-7-36 Connecting rods 14-7-36  
Crank shaft 21-7-36 Thrust shaft 10-7-36 Intermediate shafts 10-7-36  
Tube shaft ✓ Screw shaft 11-6-36 Propeller 18-6-36  
Stern tube 18-6-36 Engine and boiler seatings 28-7-36 Engines holding down bolts 31-7-36  
Completion of fitting sea connections 18-6-36  
Completion of pumping arrangements 31-7-36 Boilers fixed 31-7-36 Engines tried under steam 12-8-36  
Main boiler safety valves adjusted 12-8-36 Thickness of adjusting washers F 1 1/2" A 3/8"  
Crank shaft material Steel Identification Mark 1021 Thrust shaft material Steel Identification Mark 1021  
Intermediate shafts, material Steel Identification Marks 1021 Tube shaft, material ✓ Identification Mark  
Screw shaft, material Steel Identification Mark 1021 Steam Pipes, material B. Copper Test pressure 420 lb. Date of Test 7-8-36  
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  
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 Yes. If so, state name of vessel Scally Wyke.

General Remarks

(State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel has been built under special survey and the materials and workmanship are sound and good.  
It has been satisfactorily fitted on board, tried under steam and found in good condition.  
It is eligible in my opinion, to have record F.L.M.C. 8,36 CL.

The amount of Entry Fee ... £ 3 : : When applied for,  
Special ... £ 28 : 10 : 25 AUG 1936  
Donkey Boiler Fee ... £ : : When received,  
Travelling Expenses (if any) £ : : 5 9 1936

C. Moffatt.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 28 AUG 1936

Assigned

+dmb 8-36  
Ch



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