

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

2 NOV 1934

Date of writing Report

19

When handed in at Local Office

1 NOV 1934

Port of

HULL

No. in Survey held at
Reg. Book.

Hull

Date, First Survey 5th July 1934 Last Survey 25th Oct. 1934

(Number of Visits 24)

on the Steel S.S. "Cape Barfleur"

Tons } Gross 456.92
Net 185.10

Built at

Selby

By whom built

Bochane & Sons Ltd.

Yard No. 1127

When built 1934, 10.

Engines made at

Hull

By whom made Charles D. Holmes & Co. Ltd.

Engine No. 1465

When made 1934

Boilers made at

Hull

By whom made Charles D. Holmes & Co. Ltd.

Boiler No. 1465

When made 1934

Registered Horse Power

Owners

Hudson Steam Fishing Co. Ltd

Port belonging to

Hull

Nom. Horse Power as per Rule

122

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

Dia. of Cylinders 14 1/2" 24" 40"

Length of Stroke 27"

No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals as per Rule 8.05"

Crank pin dia. 8.25"

Crank webs

Mid. length breadth 15 3/8"

shrunk

Thickness parallel to axis 5 1/4"

as fitted 8.25"

Mid. length thickness 5 1/4"

Thickness around eye-hole 3 9/16"

Intermediate Shafts, diameter as per Rule 7.663"

as fitted 7.845"

Thrust shaft, diameter at collars as per Rule 8.05"

as fitted 8.25"

Tube Shafts, diameter as per Rule 17.8/32"

Screw Shaft, diameter as per Rule 8.45"

Is the

tube screw shaft fitted with a continuous liner

Yes

as fitted 17.8/32"

as fitted 8.45"

as per Rule 13.5/32"

Is the after end of the liner made watertight in the

propeller boss

Bronze Liners, thickness in way of bushes as per Rule 9/16"

as fitted 9/16"

Thickness between bushes as fitted 15/32"

Is the after end of the liner made watertight in the

propeller boss

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

shaft

No

If so, state type

Length of Bearing in Stern Bush next to and supporting propeller

40 inches

Propeller, dia. 10'6" Pitch 10'9" No. of Blades 4

Material B.I.

whether Moveable

No

Total Developed Surface 40 sq. feet

Feed Pumps worked from the Main Engines, No. 2

Diameter 2 3/4" Stroke 15"

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No. 2

Diameter 2 3/4" Stroke 15"

Can one be overhauled while the other is at work

Yes

Feed Pumps { No. and size One 7x5x6 Duplex

Pumps connected to the

No. and size One 6x3 1/2 x 6

Donkey also

Steam

How driven Steam

Main Bilge Line

How driven Steam

1 Ejector @ 3" dia.

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 inches

In Pump Room

In Holds, &c.

5 @ 2 inches

Main Water Circulating Pump Direct Bilge Suctions, No. and size One @ 4 1/4" dia

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 3" dia 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

How are they protected

Wood bearings & Sheet Iron

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

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

worked from

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

Total Heating Surface of Boilers

2160 sq. ft.

Is Forced Draft fitted

No

No. and Description of Boilers One Single Ended

Working Pressure

215 lb.

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

Yes

PLANS.

Are approved plans forwarded herewith for Shafting

Main Boilers

Yes

Auxiliary Boilers

Donkey Boilers

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

Valves for air, duplex and donkey pumps, safety valve spring main and donkey check valves, condenser tubes & ferrules, feed pump plungers, centrifugal impeller shaft, top & bottom end bolts for centrifugal pump, eccentric strap.

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

Manufacturer.



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Lloyd's Register

002241-002248-009/

PILLA
Cent
Str
STRIN
Upper
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For
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of Str
BILGE P
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During progress of work in shops - - - 1934 UH
Dates of Survey while building During erection on board vessel - - - July 5, 17, 20, Aug 1, 9, 17, 24, 30, Sept 3, 5, 13, 18, 25
Oct 3, 4, 10, 16, 18, 19, 19, 20, 23, 24, 25
Total No. of visits 24
Dates of Examination of principal parts—Cylinders 17-8-34 Slides 30-8-34 Covers 30-8-34
Pistons 17-8-34 Piston Rods 17-8-34 Connecting rods 17-8-34
Crank shaft 3-9-34 Thrust shaft 30-8-34 Intermediate shafts 30-8-34
Tube shaft ✓ Screw shaft 9-8-34 Propeller 17-8-34
Stern tube 9-8-34 Engine and boiler seatings 19-10-34 Engines holding down bolts 19-10-34
Completion of fitting sea connections 5-9-34
Completion of pumping arrangements 23-10-34 Boilers fixed 16-10-34 Engines tried under steam 25-10-34
Main boiler safety valves adjusted 25-10-34 Thickness of adjusting washers F $\frac{1}{16}$ A $\frac{1}{32}$ Superheater $\frac{9}{32}$
Crank shaft material Steel Identification Mark LLOYDS 879 Thrust shaft material Steel Identification Mark LLOYDS 879
Intermediate shafts, material Steel Identification Marks LLOYDS 879 Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material Steel Identification Mark LLOYDS 879 Steam Pipes, material Steel Test pressure 645# Date of Test 20-10-34
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 No 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 and the materials and workmanship are sound and good. It has been satisfactorily fitted on board, tried under steam and found good.
It is eligible in my opinion, to have record L.M.C. 10,34 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 : 1
Special ... £ 30 : 10 : 1
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : : 1.12 1934

Committee's Minute FRI. 9 NOV 1934
Assigned + Lmb. 10.34 CL

L. Knoffatt.
Engineer Surveyor to Lloyd's Register of Shipping.