

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

2 NOV 1934

1 NOV 1934

Date of writing Report 19 When handed in at Local Office Hull Port of Hull
 No. in Survey held at Reg. Book. Hull Date, First Survey 2nd July 1934 Last Survey 25th Oct. 1934
 on the Steel S.S. "Cape Barfleur" (Number of Visits 24) Tons Gross 456.92 Net 185.10
 Built at Selby By whom built Cochrane & 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 1/8" Thickness parallel to axis 5 1/4"
 as fitted 8.25" Mid. length thickness 5 1/4" shrunk Thickness around eye-hole 3 9/16"
 Intermediate Shafts, diameter as per Rule 7.663" Thrust shaft, diameter at collars as per Rule 8.05"
 as fitted 7.875" as fitted 8.25"
 Tube Shafts, diameter as per Rule 8.538" Is the shaft fitted with a continuous liner Yes
 as fitted 8.75" Is the after end of the liner made watertight in the propeller boss Yes
 Screw Shaft, diameter as per Rule 17.8/32" Thickness between bushes as fitted 15/32"
 as fitted 9/16" as fitted 13.5/32"
 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 no
 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 + 6x3 1/2 x 6 donkey Pumps connected to the Main Bilge Line No. and size One 6x3 1/2 x 6 donkey also
 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 Holds, &c. 5 @ 2 inches
 In Pump Room

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
 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

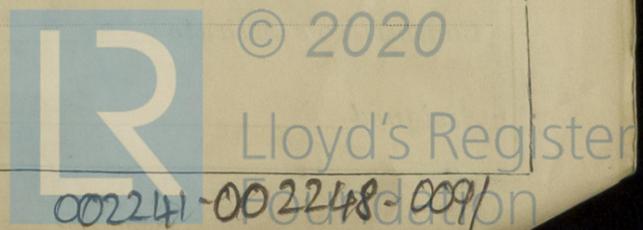
PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Yes Auxiliary Boilers Donkey Boilers
 Superheaters Yes General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes
 State the principal additional spare gear supplied Values for air, duplex and donkey pumps, safety valve spring main and donkey check valves, condenser tubes & ferrules, feed pumps plungers, centrifugal impeller shaft, top & bottom end bolts for centrifugal pumps, eccentric strap.

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

Manufacturer.



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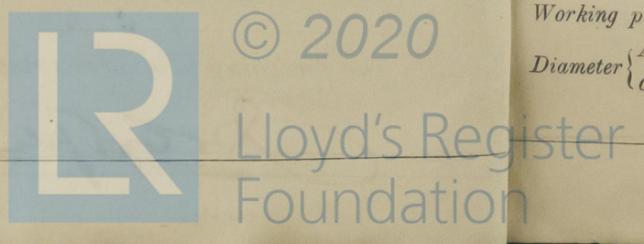
During progress of work in shops - - - 1934 UH
 Dates of Survey while building } July 5, 17, 20, Aug 1, 9, 17, 24, 30, Sept 3, 5, 13, 18, 25
 During erection on board vessel - - - } Oct 3, 4, 10, 16, 18, 19, 19, 20, 23, 24, 25
 Total No. of visits 24
 Dates of Examination of principal parts—Cylinders 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 1/32" A 1/32" Superheater 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 S.S. 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.

The amount of Entry Fee ... £ 3 : 0 :
 Special ... £ 30 : 10 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 1 NOV 1934
 When received, 1.12 1934

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

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



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