

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

30 APR 1929

Date of writing Report 29.4.29 when handed in at Local Office 29 April 1929 Port of Hull
 Date, First Survey 10 Jan (Number of Visits 15) Last Survey 22 April 1929
 No. in Survey held at Reg. Book 62604 on the Steam Trawler - VARANGA
 Built at Barclay By whom built Gaskell & Co. Ltd
 Engines made at Hull By whom made Gaskell & Co. Ltd
 Boilers made at Hull By whom made Gaskell & Co. Ltd
 Registered Horse Power 96.1 Is Refrigerating Machinery fitted for cargo purposes No
 Nom. Horse Power as per Rule 96.1 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
 Crank shaft, dia. of journals as per Rule 6.9 as fitted 7.5 Crank pin dia. 7.5 Crank webs Mid. length breadth 14.2 Mid. length thickness 4.76 Thickness parallel to axis 4.76
 Intermediate Shafts, diameter as per Rule 7.5 as fitted 7.5 Thrust shaft, diameter at collars as per Rule 6.9 as fitted 7.5 Thickness around eye-hole 3.8
 Tube Shafts, diameter as per Rule 7.5 as fitted 7.5 Screw Shaft, diameter as per Rule 7.7 as fitted 8.4 Is the tube shaft fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes as per Rule 7.6 as fitted 7.6 Thickness between bushes as per Rule 3.8 as fitted 3.8 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 No Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft No
 Propeller, dia. 9.9 Pitch 10-10 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 2.75 Stroke 14.25 Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. one Diameter 2.75 Stroke 14.25 Can one be overhauled while the other is at work Yes
 Feed Pumps No. and size 6 x 4.5 x 6 Pumps connected to the Main Bilge Line No. and size 6 x 3.5 x 6 How driven Steam
 Ballast Pumps, No. and size 2 @ 2-2-2 Lubricating Oil Pumps, including Spare Pump, No. and size 5 @ 2-2-2 Suctions, connected to both Main Bilge Pumps and Auxiliary
 Are two independent means arranged for circulating water through the Oil Cooler Yes
 Bilge Pumps;—In Engine and Boiler Room 2 @ 2-2-2
 In Holds, &c. 5 @ 2-2-2

Main Water Circulating Pump Direct Bilge Suctions, No. and size one 3.5 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one 3.5
 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 Yes
 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 In wood casings How are they protected Wood casing
 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 worked from

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 1698 sq. ft.
 Is Forced Draft fitted No No. and Description of Boilers one Simple ended Working Pressure 200 lbs.
IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
IS A DONKEY BOILER FITTED? Yes
 PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes
 Superheaters General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied: 2 Bolts & nuts for top ends, bottom ends & main bearings. Set of coupling bolts & nuts. Set of feed & bilge pump valves. main & donkey check valves. Safety valve spring Feed pump ram. Circulating pump impeller & shaft. Bolts & iron of various sizes.

The foregoing is a correct description,

For CHARLES D. HOLMES & CO., LTD.

Manufacturer.

002305-002319-0218



© 2020

Lloyd's Register Foundation

Dates of Survey while building
 During progress of work in shops - - - 1929. Jan 10. 17. Feb 14. 21. 26. 28. Mar 6. 11. 13. 21. April 4. 12. 16. 17. 22.
 During erection on board vessel - - -
 Total No. of visits 15.

Dates of Examination of principal parts—Cylinders 21. 3. 29 Slides 4. 4. 29 Covers 21. 3. 29
 Pistons 4. 4. 29 Piston Rods 26. 2. 29 Connecting rods 26. 2. 29
 Crank shaft 11. 3. 29 Thrust shaft 11. 3. 29 Intermediate shafts 6. 3. 29
 Tube shaft ~~21. 2. 29~~ Screw shaft 21. 2. 29 Propeller 21. 2. 29
 Stern tube 21. 2. 29 Engine and boiler seatings 12. 4. 29 Engines holding down bolts 12. 4. 29
 Completion of fitting sea connections 13. 3. 29
 Completion of pumping arrangements 22. 4. 29 Boilers fixed 12. 4. 29 Engines tried under steam 22. 4. 29
 Main boiler safety valves adjusted 22. 4. 29 Thickness of adjusting washers 3/8 3/8
 Crank shaft material Steel Identification Mark *Stamps 429* Thrust shaft material Steel Identification Mark *Stamps 429*
 Intermediate shafts, material Steel Identification Marks *Stamps 429* Tube shaft, material ✓ Identification Mark -
 Screw shaft, material Steel Identification Mark *Stamps 429* Steam Pipes, material S.O. Copper Test pressure 400 lbs. Date of Test 17. 4. 29
 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 carrying and burning oil fuel been complied with ✓
 Is this machinery duplicate of a previous case *Yes* If so, state name of vessel "Lorinda"

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. 4. 29 C.L.

It is submitted that this vessel is eligible for THE RECORD. +L.M.C. 4. 29. C.L.

John H. Mackrady
 1. 5. 29

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	£ 2 : 0	When applied for,	29 April 1929
Special	£ 24 : 0	When received,	1. 6. 29
Donkey Boiler Fee	£ :		
Travelling Expenses (if any)	£ :		

John H. Mackrady
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned
 + L.M.C. 4. 29 C.L.

FRI. 3 MAY 1929

CERTIFICATE WRITING