

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 27 SEP 1929

Date of writing Report *26 Sept 1929* When handed in at Local Office *26 Sept 1929* Port of *HULL*
 No. in Survey *11102* at *Hull* Date, First Survey *26 July* Last Survey *26 Sept 1929*
 Reg. Book. *11102* on the *Steam Trawler "GALVANI"* (Number of Visits *14*)
 Built at *Beverley* By whom built *Wetton & Gemmell Ltd.* Yard No. *526* Tons { Gross *153.12*
 Engines made at *Hull* By whom made *Charles D. Holmes Ltd.* Engine No. *1377* When built *1929*
 Boilers made at *do* By whom made *do* Boiler No. *1377* when made *1929*
 Registered Horse Power *46* Owners *J. T. Ross & Co.* Port belonging to *Hull*
 Nom. Horse Power as per Rule *46* 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*
 Dia. of Cylinders *13 23 37* Length of Stroke *26"* No. of Cylinders *3* Revs. per minute *3*
 Crank shaft, dia. of journals *as per Rule 7 1/2* Crank pin dia. *7 1/2"* Crank webs *Mid. length breadth 14 1/4* Thickness parallel to axis *4 7/8*
 Intermediate Shafts, diameter *as per Rule 7 1/2* Thrust shaft, diameter at collars *as per Rule 7 1/2*
 Tube Shafts, diameter *as fitted* Screw Shaft, diameter *as fitted 8 1/4"* Is the { tube } shaft fitted with a continuous liner { *yes* }
 Bronze Liners, thickness in way of bushes *as per Rule 1/16* Thickness between bushes *as per Rule 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 *yes* Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft *yes*
 Length of Bearing in Stern Bush next to and supporting propeller *36"*
 Propeller, dia. *9' 9"* Pitch *10' 10 1/2"* No. of Blades *4* Material *6.5* whether Moveable *no* Total Developed Surface *3475* sq. feet
 Feed Pumps worked from the Main Engines, No. *one* Diameter *2 7/8"* 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 7/8"* Stroke *14 3/4"* Can one be overhauled while the other is at work *yes*
 Feed Pumps { No. and size *6" x 3 1/2" x 6"* Pumps connected to the { No. and size *6" x 4 1/4" x 6"* }
 How driven *Steam* Main Bilge Line How driven *Steam*
 Ballast Pumps, No. and size *yes* Lubricating Oil Pumps, including Spare Pump, No. and size *yes*
 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"* Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size *one 3" 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 suction* How are they protected *wood casings*
 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 *worked from*

MAIN BOILERS, &c.—(Letter for record *(S)*) Total Heating Surface of Boilers *1698 sq. ft.*
 Is Forced Draft fitted *no* No. and Description of Boilers *one single ended* Working Pressure *200 lbs 10"*
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? *yes*
 IS A DONKEY BOILER FITTED? *no* 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 *no*
 (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 top end bolts, 2 bottom end bolts, 2 main bearing bolts, 1 set of coupling bolts, 1 set of feed & bilge pump valves, 1 set of air pump valves, 1 safety valve spring, spare main & Donkey check valves, Impeller & shaft for centrifugal pump, 2 spare valves for Donkey pump, spare feed pump plunger.*

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register
Foundation

1929. July 26. 31. Aug 2. 7. 9. 15. 21. 24. 29. 30. 31. Sept 3. 17. 19. 19. 21. 24.

Dates of Survey while building

During progress of work in shops - - -

During erection on board vessel - - -

Total No. of visits 14.

Dates of Examination of principal parts—Cylinders 3. 9. 29 Slides 3. 9. 29 Covers 3. 9. 29

Pistons 3. 9. 29 Piston Rods 3. 9. 29 Connecting rods 3. 9. 29

Crank shaft 15. 8. 29 Thrust shaft 24. 8. 29 Intermediate shafts -

Tube shaft - Screw shaft 31. 7. 29 Propeller 31. 7. 29

Stern tube 31. 7. 29 Engine and boiler seatings 17. 9. 29 Engines holding down bolts 17. 9. 29

Completion of fitting sea connections 2. 8. 29.

Completion of pumping arrangements 24. 9. 29 Boilers fixed 17. 9. 29. Engines tried under steam 24. 9. 29

Main boiler safety valves adjusted 24. 9. 29 Thickness of adjusting washers F 3/8" A 1 1/2"

Crank shaft material Steel Identification Mark LLOYDS 465 Thrust shaft material Steel Identification Mark LLOYDS 465

Intermediate shafts, material - Identification Marks - Tube shaft, material - Identification Mark -

Screw shaft, material Steel Identification Mark LLOYDS 465 Steam Pipes, material CD Copper Test pressure 400 lb/sq. in. Date of Test 19. 9. 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 - If so, state name of vessel Steam Trawler "Cape"

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 9. 29 C. L.

It is submitted that this vessel is eligible for THE RECORD. + L. M. C 9. 29 C. L.

30/9/29.

The amount of Entry Fee ... £ 2 : 0 : When applied for, 26 Sept 29.

Special ... £ 24 : 0 : When received, 2. 10. 29.

Donkey Boiler Fee ... £ : : 19.

Travelling Expenses (if any) £ : : 19.

John Shackirdy Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute Assigned

TUE 1 OCT 1929

+ L. M. C 9. 29 C. L.