

Rp 4.

No. 40736.

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 27 SEP 1929

Date of writing Report No. 9. 19 29 When handed in at Local Office 26 Sept. 19 29 Port of HULL  
 No. in Survey held at Hull Date, First Survey 26 July Last Survey 26 Sept 19 29  
 Reg. Book. 11102 or the Steam Trawler "GALVANI" (Number of Visits 14)  
 Built at Beverley By whom built Wetton & Gemmill Ltd. Yard No. 526 Tons Gross 353.12  
138.11 Net  
 Engines made at Hull By whom made Charles D. Holmes Ltd. Engine No. 1377 when made 1929  
 Boilers made at do By whom made do Boiler No. 1377 when made 1929  
 Registered Horse Power 46 Owners J. T. Ross Ltd 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 Revs. per minute 3  
 Dia. of Cylinders 13 23 37 Length of Stroke 26" No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 7.1 Crank pin dia. 7 1/2" Crank webs Mid. length breadth 14 1/4" Thickness parallel to axis 4 7/8"  
as fitted 7 1/2" Mid. length thickness 4 7/8" shrunk Thickness around eye-hole 3 3/8"  
 Intermediate Shafts, diameter as per Rule 7.1 Thrust shaft, diameter at collars as per Rule 7.1  
as fitted 7.1 as fitted 7 1/2"  
 Tube Shafts, diameter as per Rule 5 1/4" Is the tube shaft fitted with a continuous liner yes  
as fitted 5 1/4" screw  
 Screw Shaft, diameter as per Rule 3/8" Is the after end of the liner made watertight in the  
as fitted 3/8" 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 5/8" 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 5/8" 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" 3" Ejector  
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 yes worked from yes

**MAIN BOILERS, &c.**—(Letter for record (S)) Total Heating Surface of Boilers 1698 sqft.  
 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  
 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,

*J. T. Ross*

Manufacturer.



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1929

1929. July 26. 31. Aug 7. 9. 15. 21. 24. 29. 30. 31. Sept 2. 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" 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 yes 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.

*[Signature]*  
30/9/29

The amount of Entry Fee ... £ 2 : 0 :  
 Special ... £ 24 : 0 :  
 Donkey Boiler Fee ... £ : :  
 Travelling Expenses (if any) £ : :

When applied for, 26 Sept 29  
 When received, 2.10.29  
*[Signature]*  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
 Assigned + L.M.C 9.29 C.L.

TUE 1 OCT 1929



The Surveyors are requested not to write on or below the space for Committee's Minute.

CERTIFICATE WRITTEN