

Rpt. 4.

No. 56874

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

6 OCT 1950

Received at London Office

12 OCT 1950

Date of writing Report 19... When handed in at Local Office 19... Port of HULL.
 No. in Survey held at HULL. Date, First Survey 30. 3. 50 Last Survey 11. 9. 1950
 Reg. Book 95030 on the Steam Trawler "PRINCESS ELIZABETH".
 Built at Beverley By whom built Cook, Welton & Gemmell, Ltd. Yard No. 824 When built 1950
 Engines made at Hull By whom made C.D. Holmes & Co., Ltd. Engine No. 1799 When made -do-
 Boilers made at -do- By whom made -do- Boiler No. 1799 When made -do-
 Registered Horse Power 183 Owners St. Andrew's Steam Fishing Co., Ltd. Port belonging to Hull
 Nom. Horse Power as per Rule 234 Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes
 Trade for which vessel is intended Ocean-going trawler.

ENGINES, &c.—Description of Engines Steam reciprocating, triple expansion Revs. per minute 130
 Dia. of Cylinders 15", 20", 43" Length of Stroke 27" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule approd. Crank pin dia. 8" Mid. length breadth 16" Thickness parallel to axis 5"
 as fitted 8" Crank webs Mid. length thickness 5" shrunk Thickness around eye-hole 4"
 Intermediate Shafts, diameter as per Rule approd. Thrust shaft, diameter at collars as per Rule approd.
 as fitted 8" as fitted 8"
 Tube Shafts, diameter as per Rule - Screw Shaft, diameter as per Rule - Is the shaft fitted with a continuous liner Yes
 as fitted - as fitted 9" I.O.C.
 Bronze Liners, thickness in way of bushes as per Rule approd. Thickness between bushes as per Rule approd.
 as fitted 5/8" as fitted 1/2" 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 one length
 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 -
 If two liners are fitted, is the shaft lapped or protected between the liners - Is an approved Oil Gland or other appliance fitted at the after end of the tube
 at - If so, state type Length of Bearing in Stern Bush next to and supporting propeller 42"
 Propeller, dia. 11'3" Pitch 8.71/11.16 No. of Blades 4 Material M.B. whether Moveable solid Total Developed Surface 42 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 16" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 16" Can one be overhauled while the other is at work Yes
 Feed Pumps No. and size 2-3" 16", 2-7" 5x6, 1-1/2" injector Pumps connected to the Main Bilge Line No. and size 2-3" 16"; 1-7" 5x6; 1-3" ejector.
 How driven M.E. Stn. Stn. ME Steam Steam
 Ballast Pumps, No. and size 1 for G.S. Lubricating Oil Pumps, including Spare Pump, No. and size -
 Are two independent means arranged for circulating water through the Oil Cooler - Suctions, connected both to Main Bilge Pumps and Auxiliary
 Bilge Pumps:—In Engine and Boiler Room 2-2" in E.R. 2-2" in B.R.
 In Pump Room - In Holds, &c. One 2" to each of fore hold, slushwell, forward cofferdam.
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-5" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges,
 No. and size 1-3" steam 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 or to welded box. Are they fitted with Valves or Cocks Yes except 3" ejector direct suction.
 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 - How are they protected -
 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. Yes 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 2875 + 1152 = 4027 sq.ft.
 Which Boilers are fitted with Forced Draft sole Which Boilers are fitted with Superheaters sole
 No. and Description of Boilers 1 S.E. multitubular Working Pressure 225 lb/sq.in.
IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? -
 Can the donkey boiler be used for other than domestic purposes -
PLANS. Are approved plans forwarded herewith for Shafting 28.2.50 Main Boilers 29.8.49 Auxiliary Boilers - Donkey Boilers -
 (If not state date of approval)
 Superheaters Gen. approval General Pumping Arrangements 3.3.50. Oil fuel Burning Piping Arrangements 6.2.50.

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes
 State the principal additional spare gear supplied No major items

Designed I.E.P. 1100 at 130 R.P.M.
 Service I.E.P. 1000 at 122 R.P.M.

The foregoing is a correct description.

FOR CHARLES D. HOLMES & CO., LTD.

Manufacturer.



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Lloyd's Register Foundation

002320-002329-0070

1950. Mar. 30; Apr. 20; May 5. 11. 17. 19. 24. 26. June 2. 8. 6. 13. 15. 19. 21. 26. 28;
July 3. 4, Aug 18. 22. 23. 28-31.
1950. May 25, June 2, Aug 24, Sept. 8. 11,
29.

Dates of Examination of principal parts—Cylinders 5.5.50. 11.5.50. Slides 13.6.50. Covers 13.6.50.
Pistons 13.6.50. Piston Rods 13.6.50. Connecting rods 13.6.50.
Crank shaft 13.6.50. Thrust shaft 30.3.50. Intermediate shafts 30.3.50.
Tube shaft - Screw shaft 19.5.50. Propeller 2.6.50.
Stern tube 25.5.50. Engine and boiler seatings 25.5.50. Engines holding down bolts 24.8.50.
Completion of fitting sea connections 2.6.50.
Completion of pumping arrangements 8.9.50. Boilers fixed 24.5.50. Engines tried under steam 11.9.50.
Main boiler safety valves adjusted 8.9.50. Thickness of adjusting washers P. 7/16", S. 3/8", Spt. 3/16".
Crank shaft material SM Steel Identification Mark LLOYD'S 9188/9, 3982, 2399 Thrust shaft material SM Steel Identification Mark LLOYD'S 945 KF
Intermediate shafts, material -do- Identification Marks LLOYD'S 977 CP 27.2.50. Tube shaft, material -do- Identification Mark -30.3.50.
Screw shaft, material -do- Identification Mark LLOYD'S 9207 KF Steam Pipes, material Steel Test pressure 675lb. Date of Test 18.8.50.
Is an installation fitted for burning oil fuel Yes Is the flash point of the oil to be used over 150° F. Yes
Have the requirements of the Rules for the use of oil as fuel been complied with Yes
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. Yes If so, state name of vessel "LIFEGUARD".

General Remarks (State quality of workmanship, opinions as to class, &c.

The machinery of this vessel has been constructed and installed under
Special Survey in accordance with the Secretary's letters, approved
plans and the Rules.

The materials and workmanship are good.

On completion the main and auxiliary machinery was examined under
working conditions and found in order.

The machinery is eligible in my opinion to have the Notation:-

+IMC 9,50 C.L. 3 cyl. 15½", 26", 43", - 27".

225lb. 1 S.B. (spt.)

3 cf. H.S. 4027 sq.ft. F.D.

Fitted for oil fuel 9,50 F.P. above 150° F.

The amount of Entry Fee ... £ : :
Special ... +IMC ... £ 93 : 12 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 11th OCT 1950
When received, 19th OCT 1950

Date

FRI. 27 OCT 1950

H. Chambers.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Fitted for oil fuel 9.50 FLASH POINT ABOVE 150°F.

F.D. C.L. 15B 225lb Spt.



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