

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 24 NOV 1927

Date of writing Report 23.11.1927 When handed in at Local Office 23rd 1927 Port of Hull

No. in Survey held at Hull. Date, First Survey Aug 22. Last Survey 23rd 1927
 Reg. Book. 29784 on the Steel Tug "ABEILLE N° 14" (Number of Visits 16) Tons Gross 125.66. Net -

Built at Selby By whom built Cochrane & Sons Ltd Yard No. 1010 When built 1927

Engines made at Hull By whom made Charles D. Holmes & Co Ltd Engine No. 1314 when made 1927

Boilers made at do By whom made do Boiler No. 1317 when made 1927

Registered Horse Power Owners Compagnie de Remorquage - de Cambesage - Les Abeilles Port belonging to Havre

Nom. Horse Power as per Rule 93. Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which Vessel is intended For towing services

ENGINES, &c. - Description of Engines Triple Expansion

Dia. of Cylinders 13 1/2, 23, 34 Length of Stroke 24 No. of Cylinders 3 No. of Cranks 3 Revs. per minute

Crank shaft, dia. of journals as per Rule 6.9 Length of Stroke 24 Crank pin dia. 7 1/2 Crank webs Mid. length breadth 14 Thickness parallel to axis 4 7/8
 as fitted 7 1/4 Crank pin dia. 7 1/2 Mid. length thickness 4 7/8 shrunk Thickness around eye-hole 3 1/4

Intermediate Shafts, diameter as per Rule 6.9 Thrust shaft, diameter at collars as per Rule 6.9
 as fitted 7 1/4 as fitted 7 1/4

Tube Shafts, diameter as per Rule 7.38 Screw Shaft, diameter as per Rule 8 1/2 Is the tube screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 3/4 Thickness between bushes as per Rule 3/4 Is the after end of the liner made watertight in the propeller boss Yes
 as fitted 3/4 as fitted 3/4 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

Length of Bearing in Stern Bush next to and supporting propeller 36

Propeller, dia. 9-4 1/2 Pitch 11'-0" No. of Blades 4 Material Cast Iron whether Moveable No Total Developed Surface 36 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 2 1/4 Stroke 14 3/4 Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 1/4 Stroke 14 3/4 Can one be overhauled while the other is at work Yes

Feed Pumps No. and size 6x4x6 Pumps connected to the Main Bilge Line How driven Steam

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 Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps: - In Engine and Boiler Room One @ 2" in ER. One at 2" in Boiler room

In Holds, &c. One @ 2" in crew space. One @ 2" fwd. ballast + one @ 2" aft ballast

1 @ 2" F.P.T. 1 @ 2" A.P.T.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 3 1/2 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One 2"

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 Both

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 None 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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

MAIN BOILERS, &c. - (Letter for record) Total Heating Surface of Boilers 1411 sq. ft.

Is Forced Draft fitted No No. and Description of Boilers One, Single ended Working Pressure 180 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? No

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Yes Auxiliary Boilers Donkey Boilers

(If not state date of approval) Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied: - 2 Bottom end bolts + nuts, 2 Top end bolts + nuts, 2 main bearing bolts + nuts, Set of coupling bolts + nuts, Spare valves for air feed, bilge + donkey pumps, 25 Condenser tubes + 50 ferrules, Spare tail shaft + propeller, Bottom end bearing complete, 12 plain + 4 stay tubes, Assorted bolts + nuts + iron of various sizes

The foregoing is a correct description,

CHARLES D. HOLMES & Co. LTD

Manufacturer.



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1927. Aug 22. 30. Sept 5. 20. 26. 30. Oct 4. 6. 18. Nov 2. 9. 14. 11. 16. 19. 23

Dates of Survey while building
 During progress of work in shops ---
 During erection on board vessel ---
 Total No. of visits 16.

Dates of Examination of principal parts—Cylinders 26.9.27 Slides 2.11.27 Covers 26.9.27
 Pistons 2.11.27 Piston Rods 6.10.27 Connecting rods 2.11.27
 Crank shaft 6.10.27 Thrust shaft 18.10.27 Intermediate shafts ✓
 Tube shaft ✓ Screw shaft 20.9.27 Propeller 20.9.27
 Stern tube 20.9.27 Engine and boiler seatings 11/11/27 Engines holding down bolts 11/11/27
 Completion of fitting sea connections 30.9.27
 Completion of pumping arrangements 23.11.27 Boilers fixed 23/11/27 Engines tried under steam 23.11.27.
 Main boiler safety valves adjusted 19.11.27 Thickness of adjusting washers: A. 13/32 F. 1/4
 Crank shaft material Steel Identification Mark *Long 281* Thrust shaft material Steel Identification Mark *Long 281*
 Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material Steel Identification Mark *Long 281* Steam Pipes, material *J.B. Coffey* Test pressure 400 lbs. Date of Test 14/11/27
 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 carrying and burning oil fuel been complied with ✓
 Is this machinery duplicate of a previous case ✓ 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 & the materials & workmanship are sound & good. The engines, boiler & pumping arrangements have all been tried under working conditions & found good. The machinery is eligible in my opinion to have record in Register Book of + L.M.C. 11.27 C.L.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 11.27. C.L.

J.W.D.
 24/11/27

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

The amount of Entry Fee ... £ 2 : :
 Special ... £ 23 : 5 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 21 Nov 1927
 When received, 1.12.27

Committee's Minute FRI. 25 NOV 1927
 Assigned + L.M.C. 11:27 C.L.

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

