

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

16 JUL 1931

Date of writing Report

19

When handed in at Local Office

12.4.31 Port of **HULL**

No. in Survey held at Reg. Book

Hull

Date, First Survey

31. March

Last Survey

July 24

1931

(Number of Visits) **25**

on the **Steam Trawler "EUCLASE"**

Tons
Gross
Net

Built at **Beverly**

By whom built **Cook, Welton & Gemmell Ltd**

Yard No. **565**

When built **1931**

Engines made at **Hull**

By whom made **Charles D. Holmes & Co Ltd**

Engine No. **1425**

When made **1931**

Boilers made at **- do -**

By whom made **- do -**

Boiler No. **1425**

When made **1931**

Registered Horse Power

Owners **Kingston Steam Trawling Co Ltd** belonging to **Hull**

Nom. Horse Power as per Rule **89**

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted **yes**

Trade for which Vessel is intended

Fishing

ENGINES, &c.—Description of Engines

Triple Expansion

Revs. per minute

Dia. of Cylinders **2 1/2, 2 1/2, 3 5/8** Length of Stroke **26** No. of Cylinders **3** No. of Cranks **3**

Crank shaft, dia. of journals **7 1/4** as per Rule **7 1/4** as fitted **7 1/4** Crank pin dia. **7 1/4** Crank webs **3 1/2** Mid. length breadth **3 1/2** Thickness parallel to axis **4 7/8**

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

Tube Shafts, diameter **7 1/4** as per Rule **7 1/4** as fitted **7 1/4** Screw Shaft, diameter **7 1/4** as per Rule **7 1/4** as fitted **7 1/4** Is the { tube / screw } shaft fitted with a continuous liner **yes**

Bronze Liners, thickness in way of bushes **1 1/2** as per Rule **1 1/2** as fitted **1 1/2** Thickness between bushes **1 1/2** as per Rule **1 1/2** as fitted **1 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 **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'-6"** Pitch **10'-6"** No. of Blades **4** Material **C.I.** whether Moveable **no** Total Developed Surface **35** sq. feet

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

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

Feed Pumps { No. and size **one @ 6" x 4 1/4" x 6"** How driven **Steam** Pumps connected to the Main Bilge Line { No. and size **one @ 6" x 4 1/4" x 6"** How driven **Steam**

Ballast Pumps, No. and size **one @ 6" x 4 1/4" x 6"** Lubricating Oil Pumps, including Spare Pump, No. and size **one @ 6" x 4 1/4" x 6"**

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 Pump Room **4 @ 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 2 1/2" 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 **1606 sq ft**

Is Forced Draft fitted **yes** 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? **yes** If so, is a report now forwarded? **yes**

Is the donkey boiler intended to be used for domestic purposes only **yes**

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

Superheaters **yes** General Pumping Arrangements **yes** Oil fuel Burning Piping Arrangements **yes**

SPARE GEAR.

Has the spare gear required by the Rules been supplied **yes**

State the principal additional spare gear supplied **2 Bolts nuts for top ends, bottom ends & main bearings, one set of coupling bolts nuts, spare valves for air, feed & bilge pumps, main & Donkey check valves & seats. Feed pump Ram. Circulating pump impeller & shaft spare valves for donkey pump.**

The foregoing is a correct description,
For **CHARLES D. HOLMES & CO., LTD.**

Charles D. Holmes

Manufacturer.



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Lloyd's Register Foundation

002385-002400-0187

If not, state whether, and when, one will be sent?

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51082

1931 Mar. 31. Apr. 7. 14. 20. May 1. 2. 5. 14. 18. 21. 28. 28. Jun 2. 21. 28. 9

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

11. 16. 22. 30. July 2. 2. 21.

ENCLASE

Dates of Examination of principal parts—Cylinders 28-5-31 Slides 28-5-31 Covers 28-5-31
 Pistons 28-5-31 Piston Rods 8-6-31 Connecting rods 8-6-31
 Crank shaft 4-6-31 Thrust shaft 4-6-31 Intermediate shafts ✓
 Tube shaft ✓ Screw shaft 14-5-31 Propeller 28-5-31 + 16-6-31
 Stern tube 9-4-31 Engine and boiler seatings 30-6-31 Engines holding down bolts 2-7-31
 Completion of fitting sea connections 28-5-31 + 16-6-31
 Completion of pumping arrangements 4-7-31 Boilers fixed 30-6-31 Engines tried under steam 4-7-31
 Main boiler safety valves adjusted 4-7-31 Thickness of adjusting washers P 3/8" S 1/8"
 Crank shaft material Steel Identification Mark Lloyds 650 Thrust shaft material Steel Identification Mark Lloyds 650
 Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material Steel Identification Mark Lloyds 650 Steam Pipes, material S.S. Copper Test pressure 400 lbs Date of Test 2-7-31
 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 the use of oil as fuel been complied with. ✓
 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 Siberite

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been built under special survey, the materials and workmanship being sound and good. It has been satisfactorily fitted on board, tried under working conditions and found in good order. It is eligible, in my opinion, to have record of LMC 7,31 CL.

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 :
 Special ... £ 22 : 5 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 15.4.1931
 When received, 1.8.1931

B. Moffatt
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 21 JUL 1931
 Assigned + L.M.C. 7,31 C.L.

CERTIFICATE WRITTEN.

