

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

9 APR 1934

Date of writing Report 19 1934 When handed in at Local Office 47 APR 1934 Port of HULL  
 No. in Survey held at Hull Date, First Survey 5th Feb 1934 Last Survey 31st March 1934  
 Reg. Book on the Steel Sec. K. "BRONTES" (Number of Visits 1)  
 Built at W. H. W. & Co. Ltd. By whom built Cook, Melton & Gemmell Ltd. Yard No. 590 Tons Net When built 1934-3  
 Engines made at Hull By whom made Charles D. Holmes Engine No. 1455 When made 1934  
 Boilers made at do By whom made do Boiler No. 1455 When made 1934  
 Registered Horse Power 111 Owners Henriksen & Co. Ltd. Port belonging to Hull  
 Nom. Horse Power as per Rule 111 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 Simple Expansion Revs. per minute 3  
 Dia. of Cylinders 13 1/2 + 24 + 39 Length of Stroke 27 No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 7.76 Crank pin dia. 8 Crank webs shrunk Thickness parallel to axis 5  
 Intermediate Shafts, diameter as per Rule 7.3 Thrust shaft, diameter at collars as per Rule 7.76  
 Tube Shafts, diameter as fitted 7 1/2 Screw Shaft, diameter as per Rule 8.247 Is the tube shaft fitted with a continuous liner Yes  
 Bronze Liners, thickness in way of bushes as per Rule 17.5/32 Thickness between bushes as per Rule 12/32 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 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  
 Propeller, dia. 10'-3" Pitch 10'-10 1/2" No. of Blades 4 Material C.I. whether Movable No Total Developed Surface 38 sq. feet  
 Feed Pumps worked from the Main Engines, No. One Diameter 3" Stroke 15" Can one be overhauled while the other is at work Yes  
 Bilge Pumps worked from the Main Engines, No. One Diameter 3" Stroke 15" Can one be overhauled while the other is at work Yes  
 Feed Pumps No. and size 6 + 3 1/2 x 6 Flywheel type Pumps connected to the Main Bilge Line No. and size 7 + 5 x 6 Duplex  
 How driven 7 + 5 x 6 - Duplex How driven Steam  
 Ballast Pumps, No. and size None Lubricating Oil Pumps, including Spare Pump, No. and size None  
 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 5 @ 2" In Holds, &c. 5 @ 2"

**Main Water Circulating Pump Direct Bilge Suctions, No. and size** 3 1/4" **Independent Power Pump Direct Suctions to the Engine Room Bilges,**  
 No. and size 1 @ 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 Yes  
 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 For'd suction How are they protected Wood casings  
 What pipes pass through the deep tanks None 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 None Is it fitted with a watertight door Yes worked from Yes

**MAIN BOILERS, &c.**—(Letter for record S) Total Heating Surface of Boilers 1940 sq. ft.  
 Is Forced Draft fitted No No. and Description of Boilers One - Single ended Working Pressure 210 lbs/sq. in.  
**IS A REPORT ON MAIN BOILERS NOW FORWARDED?** Yes  
**IS A DONKEY BOILER FITTED?** No 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:  
 1. Set of Valves for main & aux. checks.  
 1. Duplex & flywheel pumps.  
 1. 3rd pump ram  
 1. Centrifugal propeller shaft.

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



1934 Feb. 5. 12. 20. 26. Mar 1-2-5-14.

During progress of work in shops - -

Dates of Survey while building

During erection on board vessel - - -

1934 Mar. 22. 23. 25. 26. 31.

Total No. of visits

Dates of Examination of principal parts—Cylinders 5-3-34 Slides 14-3-34 Covers 5-3-34

Pistons 14-3-34 Piston Rods 14-3-34 Connecting rods 5-3-34

Crank shaft 2-3-34 Thrust shaft 20-2-34 Intermediate shafts 12-2-34

Tube shaft None Screw shaft 20-2-34 Propeller 1-3-34

Stern tube 1-3-34 Engine and boiler seatings 22-3-34 Engines holding down bolts 23-3-34

Completion of fitting sea connections 1-3-34

Completion of pumping arrangements 26-3-34 Boilers fixed 22-3-34 Engines tried under steam 26-3-34

Main boiler safety valves adjusted 26-3-34 Thickness of adjusting washers Jot. 1/32" Super heat. 3/8"

Crank shaft material Steel Identification Mark 853 Thrust shaft material Steel Identification Mark 853

Intermediate shafts, material Steel Identification Marks 853 Tube shaft, material Steel Identification Mark

Screw shaft, material Steel Identification Mark 853 Steam Pipes, material Steel Test pressure 630 lbs Date of Test 22-3-34

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 Not desired

Is this machinery duplicate of a previous case Yes If so, state name of vessel Detroit (excepting dia of crankshaft)

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

The machinery of the vessel has been constructed under Special Survey, and in accordance with the Rules & the approved plans. The workmanship & materials are good. & when tried under working conditions the machinery was found satisfactory in every respect.

The machinery of the vessel is eligible, in our opinion, to have the records of L.M.C. 3-34-C.L. & the notations of 111 NH; 210 lbs; 1.S.B; 3 pf; G.S. 54; H.S. 1940.

Certificate to be sent to

The amount of Entry Fee ... £ 3 : 0 : When applied for, 7 APR 1934  
Special ... £ 27 : 15 :  
Donkey Boiler Fee ... £ : : When received, 1/5/34  
Travelling Expenses (if any) £ : :

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

Committee's Minute

Assigned

13 APR 1934  
+ d.m.c. 3.34



© 2020 Lloyd's Register Foundation