

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

9 APR 1934

Date of writing Report 19 When handed in at Local Office 19 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)  
 Built at **W. H. & Co. Ltd.** By whom built **Cook, Melton & Gemmell Ltd** Yard No. **590** Tons Gross Net  
 Engines made at **Hull** By whom made **Charles D. Holmes** Engine No. **1455** When built **1934-3**  
 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 **Triple Expansion** Revs. per minute  
 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 Mid. length breadth **5** Thickness parallel to axis **3 9/16**  
 as fitted **8** Mid. length thickness **shrunk** Thickness around eye-hole **3 9/16**  
 Intermediate Shafts, diameter as per Rule **7.3** Thrust shaft, diameter at collars as per Rule **7.76**  
 as fitted **7 1/2** as fitted **8**  
 Tube Shafts, diameter as per Rule **8.247** Screw Shaft, diameter as per Rule **8 1/8** Is the tube screw shaft fitted with a continuous liner **Yes**  
 as fitted **8 1/8** as fitted **8 1/8**  
 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  
 as fitted **18/32** as fitted **15/32** 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** If so, state type **Yes** Length of Bearing in Stern Bush next to and supporting propeller **36**  
 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 **Yes** 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 Pump Room **Yes** In Holds, &c. **5 @ 2"**

**Main Water Circulating Pump Direct Bilge Suctions, No. and size** **3 3/4"** **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 Suctions** 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**

**PLANS.** Are approved plans forwarded herewith for Shafting **Yes** Main Boilers **Yes** Auxiliary Boilers **Yes** Donkey Boilers **Yes**  
 (If not state date of approval)  
 Superheaters **Yes** General Pumping Arrangements **Yes** Oil fuel Burning Piping Arrangements **Yes**

## SPARE GEAR.

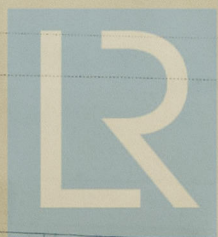
Has the spare gear required by the Rules been supplied **Yes**

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.



© 2020

Lloyd's Register  
Foundation

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

During progress of work in shops - - -

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

During erection on board vessel - - -

Total No. of visits 13.

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 Derivist (excepting dia of crank shaft).

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

The machinery of this 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 this 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.

The amount of Entry Fee ... £ 3 : 0 : When applied for, 7 APR 1934

Special ... £ 27 : 15 : When received, 1/5/34

Donkey Boiler Fee ... £ : :

Travelling Expenses (if any) £ : :

Committee's Minute 13 APR 1934

Assigned + Amc. 3.34

Signature of Engineer Surveyor to Lloyd's Register of Shipping.