

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

Date of writing Report 19 When handed in at Local Office **2 AUG 1933** 19 Port of **HULL**

No. in Survey held at **Hull** Date, First Survey **7.4.33** Last Survey **24.7.1933**
 Reg. Book. on the **Steam Trawler "CAPE BATHURST"** (Number of Visits **19**) Tons { Gross **420.5**
 Net **167.6**

Built at **Selly** By whom built **Cochrane Bros Ltd** Yard No. **1112** When built **1933**

Engines made at **Hull** By whom made **Charles A.** Engine No. **1434** When made **1933**

Boilers made at **Hull** By whom made **Holmes & Co Ltd** Boiler No. **1434** When made **1933**

Registered Horse Power Owners **Anderson & Fishing Co Ltd** Port belonging to **Hull**

Nom. Horse Power as per Rule **102** 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" 23" 34"** Length of Stroke **26** No. of Cylinders **3** No. of Cranks **3**

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

Intermediate Shafts, diameter as per Rule **6.9"** Thrust shaft, diameter at collars as per Rule **7 1/4"**
 as fitted **7 1/2"** as fitted **7 1/2"**

Tube Shafts, diameter as per Rule **4.4"** Screw Shaft, diameter as per Rule **8 1/4"** Is the { tube } shaft fitted with a continuous liner { **yes**
 as fitted **4.4"** as fitted **8 1/4"** { screw }

Bronze Liners, thickness in way of bushes as per Rule **7/16"** Thickness between bushes as per Rule **7/8"** Is the after end of the liner made watertight in the
 as fitted **7/16"** as fitted **7/8"** 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 **no** If so, state type **yes** Length of Bearing in Stern Bush next to and supporting propeller **36"**

Propeller, dia. **10'-0"** Pitch **11'-0"** No. of Blades **4** Material **CH** whether Movable **no** Total Developed Surface **36.0** sq. feet

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

Feed Pumps { No. and size **6 x 3 1/2 x 6** Pumps connected to the { No. and size **6 x 4 1/4 x 6**
 How driven **Steam** Main Bilge Line How driven **Steam**

Ballast Pumps, No. and size **2 @ 2"** Lubricating Oil Pumps, including Spare Pump, No. and size **2 @ 2"**

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 Holds, &c. **5 @ 2"**

In Pump Room **yes**

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 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 **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 Suctions** How are they protected **Wood casing**

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 **1866 sq. feet**

Is Forced Draft fitted **no** No. and Description of Boilers **one single ended** Working Pressure **200 lbs.**

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**
 (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 **Feed pump plungers & neck ring & pad. Circulating pump impellers shaft**

The foregoing is a correct description,

FOR CHARLES D. HOLMES & CO., LTD.

J. D. B. J.

Manufacturer.



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Lloyd's Register
Foundation

Dates of Survey while building

During progress of work in shops --

1933.

During erection on board vessel --

Apr. 7. 1933. May 5. 15. 19. 26. 29. 30. June 1. 9. 13. 28. July 18. 22. 24.

Total No. of visits

19

Dates of Examination of principal parts—Cylinders

30.5.33

Slides

7.6.33

Covers

30.5.33

Pistons

7.6.33

Piston Rods

30.5.33

Connecting rods

30.5.33

Crank shaft

13.6.33

Thrust shaft

19.5.33

Intermediate shafts

28.6.33

Tube shaft

✓

Screw shaft

5.5.33

Propeller

5.5.33

Stern tube

5.5.33

Engine and boiler seatings

17.7.33

Engines holding down bolts

17.7.33

Completion of fitting sea connections

8.6.33

Completion of pumping arrangements

22.7.33

Boilers fixed

17.7.33

Engines tried under steam

22.7.33

Main boiler safety valves adjusted

22.7.33

Thickness of adjusting washers

3/8 3/8

Crank shaft material

Steel

Identification Mark

Lloyd's No. 608

Thrust shaft material

Steel

Identification Mark

Lloyd's No. 608

Intermediate shafts, material

Steel

Identification Marks

Lloyd's No. 608

Tube shaft, material

✓

Identification Mark

✓

Screw shaft, material

Steel

Identification Mark

Lloyd's No. 608

Steam Pipes, material

3. Copper

Test pressure 400 lbs

Date of Test

18.7.33

Is an installation fitted for burning oil fuel

Yes

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

✓

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

"NEGRO"

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.

It has been satisfactorily fitted on board, tried under working conditions & found good. It is eligible in my opinion to have record of + L.M.C. 7.33. C.L.

The amount of Entry Fee ... £

3 : 0

Special ...

25 : 10

Donkey Boiler Fee ... £

1 : 0

Travelling Expenses (if any) £

1 : 9

When applied for,

28 19.33

When received,

19.33

John H. Mackenzie

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

WED. 9 AUG 1933

Assigned

+ L.M.C. 7.33

CERTIFICATE WRITTEN

C.L.



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