

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

21 OCT 1936

20 OCT 1936

Received at London Office

Date of writing Report

19

When handed in at Local Office

19

Port of

No. in Survey held at  
Reg. Book.

Hull

Date, First Survey

19<sup>th</sup> June, 1936

Last Survey

14<sup>th</sup> October, 1936

(Number of Visits

22)

67416 on the

Steam bawler "Cape Palliser"

Tons

Gross

494.72

Net

190.28

Built at

Selby

By whom built

Cochrane &amp; Sons Ltd.

Yard No.

1169

When built

1936.10

Engines made at

Hull

By whom made

Charles D. Holmes &amp; Co. Ltd.

Engine No.

1497

When made

1936

Boilers made at

Hull

By whom made

Charles D. Holmes &amp; Co. Ltd.

Boiler No.

1497

When made

1936.

Registered Horse Power

Owners

Hudson Steam Fishing Co. Ltd.

Port belonging to

Hull.

Nom. Horse Power as per Rule

132

Is Refrigerating Machinery fitted for cargo purposes

No.

Is Electric Light fitted

Yes.

Trade for which Vessel is intended

Fishing.

## ENGINES, &amp;c.—Description of Engines

Triple Expansion Reciprocating

Revs. per minute

Dia. of Cylinders

14<sup>1</sup>/<sub>2</sub>" - 24" - 40"

Length of Stroke

27"

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule

8.1"

as fitted

8.4"

Crank webs

Mid. length breadth

15.38"

Thickness parallel to axis

5.4"

Intermediate Shafts, diameter

as per Rule

7.7<sup>1</sup>/<sub>2</sub>"

as fitted

7.7<sup>1</sup>/<sub>2</sub>"

Thrust shaft, diameter at collars

as per Rule

8.1"

as fitted

8.1"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

8.6"

as fitted

8.3<sup>1</sup>/<sub>4</sub>"

Is the shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule

17.8/32"

as fitted

9.16"

Thickness between bushes

as per Rule

18.4/32"

as fitted

12"

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

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

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

—

Length of Bearing in Stern Bush next to and supporting propeller

40"

Propeller, dia.

10'-6"

Pitch

11'-0"

No. of Blades

4

Material

C. I.

whether Moveable

No.

Total Developed Surface

41.5

sq. feet

Feed Pumps worked from the Main Engines, No.

2

Diameter

2 3/4"

Stroke

15"

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No.

2

Diameter

2 3/4"

Stroke

15"

Can one be overhauled while the other is at work

Yes

Feed

No. and size

One 6" x 3 1/2" x 6" Simplex

Pumps connected to the

Main Bilge Line

No. and size

One 7" x 5" x 6" Duplex

How driven

Steam

Pumps

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

—

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room

2 @ 2" dia.

In Pump Room

In Holds, &amp;c.

5 @ 2" dia.

In Pump Room

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Dates of Survey while building  
 During progress of work in shops - - - 1936: - June 19. July 30. Aug. 4. 12. 13. 15. 28. Sept. 1. 2. 10. 14. 17. 23. 24. 26. 30.  
 During erection on board vessel - - - Oct. 3. 7. 8. 9. 13. 14.  
 Total No. of visits 22

Dates of Examination of principal parts—Cylinders 23-9-36 Slides 23-9-36 Covers 23-9-36  
 Pistons 13-8-36 Piston Rods 23-9-36 Connecting rods 23-9-36  
 Crank shaft 10-9-36 Thrust shaft 28-8-36 Intermediate shafts 1-9-36  
 Tube shaft ✓ Screw shaft 15-8-36 Propeller 2-9-36  
 Stern tube 12-8-36 Engine and boiler seatings 24-9-36 Engines holding down bolts 3-10-36  
 Completion of fitting sea connections 2-9-36  
 Completion of pumping arrangements 3-10-36 Boilers fixed 3-10-36 Engines tried under steam 14-10-36  
 Main boiler safety valves adjusted 14-10-36 Thickness of adjusting washers F 3/8" A 3/8" Supn. 1/16"  
 Crank shaft material Steel Identification Mark 1032 Thrust shaft material Steel Identification Mark 1032  
 Intermediate shafts, material Steel Identification Marks 1032 Tube shaft, material ✓ Identification Mark ✓  
 Screw shaft, material Steel Identification Mark 1032 Steam Pipes, material S.S. Steel Test pressure 660/60 Date of Test 8-10-36  
 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 "Cape Chelyuskin"

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 steam and found good.

It is eligible in my opinion, to have record # L.M.C. 10, 36 C.L.

The amount of Entry Fee ... £ 3 : - :  
 Special ... £ 33 : - :  
 Donkey Boiler Fee ... £ : :  
 Travelling Expenses (if any) £ : :  
 When applied for, 20 OCT 1936  
 When received, 6. 11. 36

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

Committee's Minute FRI. 23 OCT 1936

Assigned

