

Rpt. 4.

59205
No. 59205

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 19. 3. 19 53 When handed in at Local Office 7 APR 19 53 Port of H U L L.
 No. in Survey held at Hull. Date, First Survey 21. 4. 52 Last Survey 18. 3. 1953.
 Reg. Book 91228 on the S.Sc. Steam Trawler "ELLA HEWETT"
 Built at Beverley. By whom built Cook, Welton & Gemmell, Ltd. Yard No. 871 When built 1953
 Engines made at Hull. By whom made C.D. Holmes & Co. Ltd. Engine No. 1841 When made 1953
 Boilers made at " By whom made " " Boiler No. 1841 When made 1953
 Registered Horse Power 800 Owners. Heward Trawlers, Ltd. Port belonging to London.
 Nom. Horse Power as per Rule 160 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which vessel is intended Ocean Going Trawler.

ENGINES, &c.—Description of Engines. Steam Reciprocating triple expansion. Revs. per minute 126
 Dia. of Cylinders 14½", 24", 40" Length of Stroke 27" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 8.25" Crank pin dia. 8.25" Mid. length breadth 15½" Thickness parallel to axis 5½"
 as fitted 8.25" Crank webs 5½" shrunk Thickness around eye-hole 3.9/16"
 Intermediate Shafts, diameter as per Rule Approved Thrust shaft, diameter at collars as per Rule 8½"
 as fitted 7.875" as fitted 8.75 T.O.C. Is the screw shaft fitted with a continuous liner Yes
 Tube Shafts, diameter as per Rule Approved as fitted 8.75 T.O.C. 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 Continuous
 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 Is an approved Oil Gland or other appliance fitted at the after end of the tube
 at If so, state type Length of Bearing in Stern Bush next to and supporting propeller 3'-4"
 Propeller, dia. 10.75' Pitch 10.98/8.57 of Blades 4 Material M. BRZ. whether Moveable No Total Developed Surface 40.1 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 2½" Stroke 15" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2½" Stroke 15" Can one be overhauled while the other is at work Yes
 Feed Pumps No. and size 2-2½" x 15" 1-7" x 5" x 6" Duplex 1½" Injector No. and size 2-2½" x 15" 1-7" x 5" x 6" Duplex 1-3" Ejector
 Pumps How driven Main Engine Steam Steam Main Bilge Line How driven Main Engine Steam Steam
 Ballast Pumps, No. and size One for general service Lubricating Oil Pumps, including Spare Pump, No. and size
 Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected both to Main Bilge Pumps and Auxiliary
 Bilge Pumps:—In Engine and Boiler Room 2-2" in E.R. 2-2" in B.R.
 In Pump Room In Holds, &c. 1-2" to each of Forward store, slushwell Ford Cofferdam

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 - 5" Independent Power Pump Direct Suctions to the Engine and/or Boiler 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 Both
 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 No How are they protected Water tight tunnel.
 What pipes pass through the deep tanks 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 Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 2480 sq. ft. Yes
 Boilers fitted with Forced Draft Yes Boilers fitted with Superheaters Yes
 No. and Description of Boilers One SE Multitubular Working Pressure 220 lb. per sq. in.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded?
 Can the donkey boiler be used for other than domestic purposes

PLANS. Are approved plans forwarded herewith for Shafting 4.4.52 Main Boilers 23.1.52 Auxiliary Boilers Donkey Boilers
 (If not state date of approval)

Superheaters. General Pumping Arrangements 26.11.52. Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes.
 State the principal additional spare gear supplied No major items.

The foregoing is a correct description.

FOR CHARLES D. HOLMES & CO., LTD.

Manufacturer.



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Lloyd's Register
Foundation

001123-003252-0143

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

Dates of Examination of principal parts—Cylinders	HP 20-5-52	MP & LP 17-6-52	Slides	17-6-52	Covers	20-5-52, 17-6-52
Pistons	20-5-52	Piston Rods	17-6-52	Connecting rods	17-6-52	
Crank shaft	19-9-52	Thrust shaft	4-9-52	Intermediate shafts	19-10-52 & 9-10-52	
Tube shaft	-	Screw shaft	27-11-52	Propeller	-	
Stern tube	2-12-52	Engine and boiler-seatings	17-2-53	Engines holding down bolts	17-2-53	
Completion of fitting sea connections	2-12-52					
Completion of pumping arrangements	16-3-53	Boilers fixed	6-2-53	Engines tried under steam	18-3-53	
Main boiler safety valves adjusted	16-3-53	Thickness of adjusting washers	Main Safety valves 11/32" Spt. 5/16"			
Crank shaft material	O.H. Steel	Identification Mark	3272 K.F.	Thrust shaft material	O.H. Steel	Identification Mark 3306 K.F.
Intermediate shafts, material	O.H. Steel	Identification Marks	16-6-52 J.W.B. 20-6-52 J.D. 9-10-52	Tube shaft, material	-	Identification Mark 26-6-52 W.G.C.4-9
Screw shaft, material	O.H. Steel	Identification Mark	3655 K.F.	Steam Pipes, material	Steel	Test pressure 675 Date of Test 6-3-53
Is an installation fitted for burning oil fuel		Yes		Is the flash point of the oil to be used over 150° F. Yes ✓		
Have the requirements of the Rules for the use of oil as fuel been complied with		Yes		-		
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		If so, state name of vessel				

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

The machinery of this vessel has been constructed under Special Survey in accordance with the Secretary's letters, approved plans and the Rules.

Materials and Workmanship are good.

On completion the Main and Auxiliary machinery were examined and tried under working conditions and found in order.

The machinery is eligible in my opinion to have the notation:-

LMC 3,53, TSCL. 3 cyl. 14½" x 24" x 40"; 27" stroke.

220 lb. One S.E. (Spt) 3 cu.ft. H.S. 3580 sq.ft.

Fitted for oil fuel 3,53 F.P. above 150 F.

Certificate to be sent to

14.4.53

The amount of Entry Fee	£	24	:	0	:	0	When applied for,
Construction Eng.	£	40	:	0	:	0	APR 19
Special Blr.	£	32	:	0	:	0	When received,
Installation Mch.	£		:		:		19
Donkey Boiler Fee	£		:		:		
Travelling Expenses (if any)	£		:		:		

S. Newton
Engineer Surveyor to Lloyd's Register of Shipping.