

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Writing Report 16.8.30 When handed in at Local Office Aug. 16. 1930 Port of Hull
 Received at London Office 20 AUG 1930
 Survey held at Hull Date, First Survey 10 March Last Survey 14 Aug 1930
 Book. on the Steam Trawler "CAPE SPARTIVENTO" (Number of Visits 21)
 at Sully By whom built Cochrane & Sons Ltd Yard No. 1084 Tons { Gross 347.42
 Not 144.70
 When built 1930
 Made at Hull By whom made Charles Holmes & Co Ltd Engine No. 1399 when made 1930
 Made at Hull By whom made do Boiler No. 1399 when made 1930
 Indicated Horse Power Owners Hudson S. Fishing Co Ltd Port belonging to Hull.
 Horse Power as per Rule 96 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 for which Vessel is intended Fishing.

CHARLES HOLMES & CO. - Description of Engines Triple Expansion
 No. of Cylinders 3 Length of Stroke 36 No. of Cranks 3 Revs. per minute
 Shaft, dia. of journals as per Rule 4.2 Crank pin dia. 4 1/2 Crank webs Mid. length breadth 4 1/2 Thickness parallel to axis 4 7/8
 as fitted 4 1/2 Mid. length thickness 4 7/8 shrunk Thickness around eye-hole 3 3/8
 Intermediate Shafts, diameter as per Rule 4.2 Thrust shaft, diameter at collars as per Rule 4.2
 as fitted 4 1/2 as fitted 4 1/2
 Shafts, diameter as per Rule 4.4 Is the tube shaft fitted with a continuous liner? Yes
 as fitted 4 1/2 as fitted 4 1/2 Is the screw shaft fitted with a continuous liner? Yes
 Liners, thickness in way of bushes as per Rule 2 7/8 Thickness between bushes as per Rule 3/8 Is the after end of the liner made watertight in the stern 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 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? Yes
 If so, state type Length of Bearing in Stern Bush next to and supporting propeller 36"
 Propeller, dia. 9'-10 1/2" Pitch 10'-10 1/2" No. of Blades 4 Material Cast whether Moveable No Total Developed Surface 34.75 sq. feet
 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
 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
 No. and size One 6" x 3 1/2" x 6" Pumps connected to the Main Bilge Line No. and size One 6" x 4 1/4" x 6" + 3" Ejector
 How driven Steam How driven Steam
 Main Bilge Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size
 Two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
 Pumps; - In Engine and Boiler Room 2 @ 2" 5 @ 2"

Water Circulating Pump Direct Bilge Suctions, No. and size One 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 bilge? Yes
 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
 Pipes pass through the bunkers? Forward Suctions How are they protected? Wood casing
 Pipes pass through the deep tanks? Have they been tested as per Rule? Yes
 All Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times? Yes
 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? Yes

MAIN BOILERS, &c. - (Letter for record Yes) Total Heating Surface of Boilers 1698 Sq. feet.
 Forced Draft fitted No No. and Description of Boilers One Single ended Working Pressure 200 lbs
 A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 A DONKEY BOILER FITTED? No If so, is a report now forwarded? No

APPROVALS. Are approved plans forwarded herewith for Shafting Main Boilers? Yes Auxiliary Boilers? Yes Donkey Boilers? No
 (If not state date of approval) General Pumping Arrangements? Yes Oil fuel Burning Piping Arrangements? Yes
SPARE GEAR. State the articles supplied: Two bolts & nuts for top ends, bottom ends and main bearings. Set of coupling bolts & nuts. Valves for air, fuel, bilge & donkey pumps. Main & donkey check valves. Safety valve ring. Lead pump ram. Impeller shaft. Ventic Strap. Bolts & nuts of various sizes.

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

J. Cooper

Manufacturer.



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During progress of work in shops -- 1930. Mar 10. May 5. 13. 14. 16. 26 June 2. 5. 12. 19. 23 24 July 1. 5. 11. 14. 17 Aug 12. 14. 01
 Dates of Survey while building During erection on board vessel ---
 Total No. of visits 27

Dates of Examination of principal parts—Cylinders 5.7.30 Slides 5.7.30 Covers 5.7.30
 Pistons 5.7.30 Piston Rods 5.7.30 Connecting rods 5.7.30
 Crank shaft 5.7.30 Thrust shaft 13.5.30 Intermediate shafts 13.5.30
 Tube shaft Screw shaft 26.5.30 Propeller 26.5.30
 Stern tube 26.5.30 Engine and boiler seatings 8.8.30 Engines holding down bolts 8.8.30
 Completion of fitting sea connections 24.6.30
 Completion of pumping arrangements 14-8-30 Boilers fixed 8.8.30 Engines tried under steam 14-8-30
 Main boiler safety valves adjusted 14-8-30 Thickness of adjusting washers P 1/32" S 5/8"
 Crank shaft material Steel Identification Mark Lloyd's No. 608 Thrust shaft material Steel Identification Mark Lloyd's
 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 Galvanneal Test pressure 400 Lbs Date of Test 12

Is an installation fitted for burning oil fuel ✓ 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 ✓
 Is this machinery duplicate of a previous case? Yes If so, state name of vessel Cape Kanin

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 of a good. It has been satisfactorily fitted on board, tried on steam & found in good order.

It is eligible in my opinion to have received the class of + L.M.C. 8.30 C.L.

The foregoing reports and herewith refer also to the sister vessel Cape Finisterre, be reported shortly.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 8.30 C.L.

J.A. 22/8/30
 W.D.A.

The amount of Entry Fee ... £ 2 : 0 : 0 When applied for,
 Special ... £ 24 : 0 : 0 19 Aug 1930.
 Donkey Boiler Fee ... £ : : : When received,
 Travelling Expenses (if any) £ : : : 2.9.30

J. H. Mackintosh & Co. Moffatt
 Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute TUE 26 AUG 1930
 Assigned + L.M.C. 8.30 C.L.

CERTIFICATE WRITTEN C.L.



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The Surveyors are requested not to write on or below the space for Committee's Minute.