

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

20 AUG 1930

Writing Report

16.8.30

When handed in at Local Office

Aug. 16th 1930

Port of Hull

Survey held at Hull

Date, First Survey

10 March

Last Survey

14 Aug 1930

on the Steam Trawler "CAPE SPARTIVENTO"

at Selly

By whom built

Cochrane & Sons Ltd

Yard No. 1084

Tons

Gross 347.42

s made at Hull

By whom made

Charles Holmes & Co Ltd

Engine No. 1399

When built

1930

s made at Hull

By whom made

do

Boiler No. 1399

when made

1930

red 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.

NES, &c.—Description of Engines

Triple Expansion

of Cylinders

13. 23. 37

Length of Stroke

36

No. of Cylinders

3

Revs. per minute

No. of Cranks

3

shaft, dia. of journals

as per Rule 4.2

Crank pin dia.

4 1/2

Crank webs

Mid. length breadth 4 1/4

Mid. length thickness

4 7/8

shrink

Thickness parallel to axis 4 7/8

mediate Shafts, diameter

as per Rule

as fitted

6.9

Thrust shaft, diameter at collars

as per Rule

as fitted

4.2

Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

4.4

Is the

tube

shaft fitted with a continuous liner

Yes

Liners, thickness in way of bushes

as per Rule

as fitted

2 1/2

Thickness between bushes

as per Rule

as fitted

3/8

Is the after end of the liner made watertight in the

er boss. If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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

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

If so, state type

Length of Bearing in Stern Bush next to and supporting propeller

36"

eller, dia. 9-10 1/2

Pitch 10-10 1/2

No. of Blades

4

Material

Cf.

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

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

No. and size

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

Pumps connected to the

No. and size

One 6" x 4 1/4" x 6" + 3" Ejector

How driven

Steam

Main Bilge Line

How driven

Steam

st Pumps, No. and size

Lubricating Oil Pumps, including Spare Pump, No. and size

oo independent means arranged for circulating water through the

Oil Cooler

Pumps;—In Engine and Boiler Room

2 @ 2"

lds, &c.

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,

nd size One, 3" Ejector Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

Yes

he 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

hey 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

hey 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

e 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

artment to another

Yes

Is the Shaft Tunnel watertight

Yes

Is it fitted with a watertight door

Yes

worked from

IN 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?

ANS. Are approved plans forwarded herewith for Shafting

Yes

Main Boilers

Yes

Auxiliary Boilers

Yes

Donkey Boilers

Yes

rheaters

(If not state date of approval)

General Pumping Arrangements

Yes

Oil fuel Burning Piping Arrangements

Yes

ARE GEAR.

State the articles supplied:

Two bolts & nuts for top ends, bottom ends and

main bearings.

Set of coupling bolts & nuts.

Values for air feed,

life & donkey pumps.

Main & donkey check valves.

Safety valve

ring.

Lead pump ram.

Impeller shaft.

Isentropic Stamp.

bolts & nuts of various sizes.

The foregoing is a correct description,

For CHARLES D. HOLMES & CO., LTD

J. C. Cooper

Manufacturer.



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Lloyd's Register Foundation

003357-003368-0276

During progress of work in shops - - 1930. Mar 10. May 5. 13. 14. 16. 26 June 2. 5. 12. 19. 23. 26. July 1. 5. 11. 14. 17. Aug 12. 14. 21. 28. 31. 1930.
During erection on board vessel - - -
Total No. of visits 21.

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 Steel Identification Mark Lloyd's
Screw shaft, material Steel Identification Mark Lloyd's No. 608 Steam Pipes, material Steel Test pressure 400 Lb Date of Test 12.8.30
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? Yes If so, have the requirements of the Rules been complied with? Yes
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 good quality. It has been satisfactorily fitted on board, tried under steam & found in good order. It is eligible in my opinion to have received the classification of + L.M.C. 8.30 C.L.

The foregoing reports and remarks refer also to the sister vessel 'Cape Finistère', which is reported shortly.

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

22/8/30
W.D.A.

The amount of Entry Fee ... £ 2 : 0 : 0 When applied for, 19 Aug 30.
Special ... £ 24 : 0 : 0
Donkey Boiler Fee ... £ : : :
Travelling Expenses (if any) £ : : : 2.9.30

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

Committee's Minute
Assigned
+ L.M.C. 8.30
C.L.
CERTIFICATE WRITTEN