

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

20 NOV 1933

19 When handed in at Local Office **18 NOV 1933** Port of **Aull.**  
 Date, First Survey **10. 8. 33** Last Survey **17-11- 1933**  
 (Number of Visits **21**)  
 in Survey held at **Aull**  
 on the **Steam Trawler "BASQUE"**  
 Tons { Gross **424.20**  
 Net **162.32**  
 built at **Abercromby** By whom built **Cook, Kellon & Gemmell Ltd** Yard No. **581** When built **1933**  
 engines made at **Aull** By whom made **Charles D.** Engine No. **1444** When made **1933**  
 boilers made at **Aull** By whom made **Holmes & Co Ltd** Boiler No. **1444** When made **1933**  
 Registered Horse Power Owners **Kelly Bros. Ltd.** Port belonging to **Aull**  
 Horse Power as per Rule **111** Is Refrigerating Machinery fitted for cargo purposes **No** Is Electric Light fitted **Yes**  
 for which Vessel is intended **Fishing.**

**INES, & Co.**—Description of Engines **Triple Expansion** Revs. per minute  
 of Cylinders **34. 24. 39** Length of Stroke **27** No. of Cylinders **3** No. of Cranks **3**  
 as per Rule **7.67** Crank pin dia. **4 1/4"** Mid. length breadth **4 1/4"** Thickness parallel to axis **5"**  
 as fitted **7 1/4"** Crank webs **5"** Mid. length thickness **5"** Thickness around eye-hole **3 1/2"**  
 Intermediate Shafts, diameter as per Rule **4.3** Thrust shaft, diameter at collars as per Rule **4.64**  
 as fitted **4 1/2"** as fitted **4 1/4"**  
 Shafts, diameter as per Rule **8 1/4"** Is the { tube } shaft fitted with a continuous liner { **Yes**  
 as fitted **8 3/8"** as fitted **8 3/8"** Is the { screw }  
 Liners, thickness in way of bushes as per Rule **9 1/16"** Thickness between bushes as per Rule **9 1/16"** Is the after end of the liner made watertight in the  
 as fitted **9 1/16"** as fitted **9 1/16"** liner 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**  
 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**  
 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**  
 No If so, state type **Yes** Length of Bearing in Stern Bush next to and supporting propeller **36"**  
 Propeller, dia. **10' 3"** Pitch **10'-10 1/2"** No. of Blades **4** Material **Cast** whether Moveable **No** Total Developed Surface **38** sq. feet  
 Pumps worked from the Main Engines, No. **one** Diameter **3"** Stroke **15"** Can one be overhauled while the other is at work **Yes**  
 Pumps worked from the Main Engines, No. **one** Diameter **3"** Stroke **15"** Can one be overhauled while the other is at work **Yes**  
 No. and size **6" x 3 1/2" x 6"** & **4" x 5" x 6"** Pumps connected to the { No. and size **one 4" x 5" x 6"**  
 How driven **Steam** Main Bilge Line { How driven **Steam**  
 Lubricating Oil Pumps, including Spare Pump, No. and size **one 4" x 5" x 6"**  
 independent means arranged for circulating water through the Oil Cooler **Yes** Suctions, connected to both Main Bilge Pumps and Auxiliary  
 Pumps;—In Engine and Boiler Room **2 @ 2"** In Holds, &c. **5 @ 2" in holds. 1 @ 2" 5 F.P. & A.P. tanks**  
 Pump Room

Water Circulating Pump Direct Bilge Suctions, No. and size **one 3 1/4"** Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 and size **one 3" Ejector.** Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes. **Yes**  
 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**  
 all Sea Connections fitted direct on the skin of the ship **Yes** Are they fitted with Valves or Cocks **Both**  
 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**  
 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 **Yes** 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  
 department to another **Yes** Is the Shaft Tunnel watertight **Yes** Is it fitted with a watertight door **Yes** worked from **Yes**

IN BOILERS, & Co.—(Letter for record **S**) Total Heating Surface of Boilers **1940 sq. feet.**  
 Forced Draft fitted **No** No. and Description of Boilers **one single ended** Working Pressure **210 lbs.**  
 A REPORT ON MAIN BOILERS NOW FORWARDED? **Yes**  
 A DONKEY BOILER FITTED? **Yes** If so, is a report now forwarded? **Yes**  
 donkey boiler intended to be used for domestic purposes only **Yes**

ANS. Are approved plans forwarded herewith for Shafting **Yes** Main Boilers **Yes** Auxiliary Boilers **Yes** Donkey Boilers **Yes**  
 (If not state date of approval)  
 Rheaters **Yes** General Pumping Arrangements **Yes** Oil fuel Burning Piping Arrangements **Yes**

## SPARE GEAR.

the spare gear required by the Rules been supplied **Yes.**  
 the principal additional spare gear supplied **Spare valves for air, fuel, bilge & donkey pumps.**  
 city valve spring. **Main & donkey check valves. Sea pump ram.**  
 Impeller shaft for centrifugal pump.

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

Manufacturer.



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Dates of Survey while building  
During progress of work in shops -- 1933. *Aug 10. 15. 21. Sep. 4. 12. 14. 15. 18. 25. Oct. 3. 6. 10. 16. 19. 23. Nov. 3. 7. 8. 9. 14. 17.*  
During erection on board vessel --  
Total No. of visits 21

Dates of Examination of principal parts—Cylinders 16. 10. 33 Slides 23. 10. 33 Covers 16. 10. 33  
Pistons 23. 10. 33 Piston Rods 6. 10. 33 Connecting rods 6. 10. 33  
Crank shaft 16. 10. 33 Thrust shaft 12. 9. 33 Intermediate shafts 16. 10. 33  
Tube shaft ✓ Screw shaft 3. 10. 33 Propeller 3. 10. 33  
Stern tube 3. 10. 33 Engine and boiler seatings 7. 11. 33 Engines holding down bolts 8. 11. 33  
Completion of fitting sea connections 10. 10. 33  
Completion of pumping arrangements 14. 11. 33 Boilers fixed 7. 11. 33 Engines tried under steam 14. 11. 33  
Main boiler safety valves adjusted 14. 11. 33 Thickness of adjusting washers P.  $\frac{11}{32}$  S  $\frac{3}{8}$   
Crank shaft material Steel Identification Mark *Logan No 831* Thrust shaft material Steel Identification Mark *Logan No 831*  
Intermediate shafts, material Steel Identification Marks *Logan No 831* Tube shaft, material ✓ Identification Mark ✓  
Screw shaft, material Steel Identification Mark *Logan No 831* Steam Pipes, material *30 Copper* Test pressure 420 lbs. Date of Test 9. 11. 33  
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 ✓  
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 *Picador No. 44200*

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 in good order. It is advisable in my opinion to have record of + Dec. 11. 33. C.L.*

*Forging reports sent with report on the sister vessel "Picador"*

The amount of Entry Fee ... £ 3 : : When applied for,  
Special ... £ 27 : 15 : 19  
Donkey Boiler Fee ... £ : : When received,  
Travelling Expenses (if any) £ : : 1. 12. 1933

*John H. Mackenzie*  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 21 NOV 1933

Assigned *+ June 11. 33*

CERTIFICATE WRITTEN



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