

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 19 When handed in at Local Office 20 DEC 1945 Port of  
No. in Survey held at Beverly, Hull Date, First Survey 17-5-45 Last Survey 1-12-19-45  
Reg. Book on the "ABY"  
Built at Beverly By whom built Cook, Nelson & Gummie Ltd. Yard No. 755 Tons Gross 361 Net 139  
Engines made at Hull By whom made Chas. D. Holmes Ltd. Engine No. 1713 When built 1945  
Boilers made at Hull By whom made Chas. D. Holmes Ltd. Boiler No. 1713 When made  
Registered Horse Power Owners The Boston Deep Sea Fishing & Ice Co. Ltd. Port belonging to Humber  
Nom. Horse Power as per Rule 944 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES  
Trade for which vessel is intended Steam Trawls - Ocean going service

ENGINES, &c.—Description of Engines Triple expansion steam reciprocating  
Dia. of Cylinders 12 1/2, 21 1/2, 35 Length of Stroke 26 No. of Cylinders 3 Revs. per minute 120  
No. of Cranks 3  
Crank shaft, dia. of journals as per Rule 7 3/8 Crank pin dia. 7 3/8 Mid. length breadth 14 Thickness parallel to axis 4 7/8  
as fitted 7 3/8 Crank webs Mid. length thickness 4 7/8 shrunk Thickness around eye-hole 3 5/16  
Intermediate Shafts, diameter as per Rule 7 3/8 Thrust shaft, diameter at collars as per Rule 7 3/8  
as fitted 7 3/8  
Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 7 3/8 Is the shaft fitted with a continuous liner YES  
as fitted 7 3/8  
Bronze Liners, thickness in way of bushes as per Rule 9/16 Thickness between bushes as per Rule 1 1/2 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 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 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 at YES  
If so, state type Length of Bearing in Stern Bush next to and supporting propeller 2-10 1/2  
Propeller, dia. 9-8 Pitch 10-4 1/2 No. of Blades 4 Material C.I. whether Moveable No Total Developed Surface 36 sq. feet  
Feed Pumps worked from the Main Engines, No. ONE Diameter 2 3/4 Stroke 14 1/2 Can one be overhauled while the other is at work YES  
Bilge Pumps worked from the Main Engines, No. ONE Diameter 2 3/4 Stroke 14 1/2 Can one be overhauled while the other is at work YES  
Feed Pumps No. and size ONE 2 3/4 x 14 1/2 ALSO ST. FO. INJECTOR Pumps connected to the No. and size ONE 2 3/4 x 14 1/2 6 x 4 1/2 x 6 ONE 2 1/2  
How driven ME. IND. ST. Main Bilge Line How driven ME. IND. ST. BILGE EJECTOR (SYM)  
Ballast Pumps, No. and size NONE Lubricating Oil Pumps, including Spare Pump, No. and size NONE  
Are two independent means arranged for circulating water through the Oil Cooler YES  
Bilge Pumps:—In Engine and Boiler Room ER ONE 2" BR ONE 2" Suctions, connected to both Main Bilge Pumps and Auxiliary  
In Pump Room NONE In Holds, &c. ONE 2" IN EACH OF FOLLOWING SPACES:—FOR STORE RM, main fishroom, spare fishroom, forward slushwell, aft slushwell.  
Main 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 2 1/2 BILGE 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 YES  
Are all Sea Connections fitted direct on the skin of the ship YES Are they fitted with Valves or Cocks Both YES  
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 YES  
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 Forward Bilge Suctions How are they protected Heavywood & steel plates YES  
What pipes pass through the deep tanks None 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 Pat. of R.R. Is it fitted with a watertight door YES worked from YES

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 1710 sq. ft.  
Which Boilers are fitted with Forced Draft None Which Boilers are fitted with Superheaters None  
No. and Description of Boilers One SB Working Pressure 210 lb  
IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes  
IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? YES  
Can the donkey boiler be used for domestic purposes only YES  
PLANS. Are approved plans forwarded herewith for Shafting 5-3-45 Main Boilers 24-4-45 Auxiliary Boilers YES Donkey Boilers YES  
(If not state date of approval)  
Superheaters YES General Pumping Arrangements 21-7-45 Oil fuel Burning Piping Arrangements YES 17-4-45  
SPARE GEAR.

Has the spare gear required by the Rules been supplied YES  
State the principal additional spare gear supplied Please see attached list

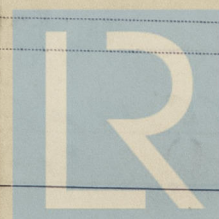
The foregoing is a correct description.

FOR CHARLES D. HOLMES & CO., LTD.

W. R. Evans

Manufacturer.

Manager



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Lloyd's Register  
Foundation

004338-004350-0062



ABY

Dates of Survey while building  
 During progress of work in shops - - 1945 MAY 17, 25, JUN 9, 14, 21, JUL 3, 6, 11, 17, 27 AUG 14, 18, 21, 26, 28, 30 SEP 5, 6, 11, 14, 17, 20  
 SEP 24, 27, 28 OCT 6, 15, 16, 22  
 During erection on board vessel - - 1945 SEP 12 OCT 18, 22, 26, 27 NOV 1, 2, 6, 9, 10, 12, 19, 20, 22, 27, DEC 1  
 Total No. of visits 45.

Dates of Examination of principal parts—Cylinders 26.8.45. Slides 5.9.45 Covers 17.9.45  
 Pistons 5.9.45 Piston Rods 5.9.45 Connecting rods 11.9.45  
 Crank shaft 11.7.45 Thrust shaft 5.9.45 Intermediate shafts 21.6.45  
 Tube shaft ✓ Screw shaft 27.7.45 Propeller 27.7.45  
 Stern tube 12.9.45 Engine and boiler seatings 18.10.45 Engines holding down bolts 6.11.45  
 Completion of fitting sea connections 12.9.45  
 Completion of pumping arrangements 26/11/45 Boilers fixed 1.11.45 Engines tried under steam 20/11/45 27/11/45  
 Main boiler safety valves adjusted 20.11.45 Thickness of adjusting washers P 3/32 S 5/16  
 Crank shaft material F.I. 5th Identification Mark 4578 CP 30.3.45 Thrust shaft material F.I. 5th Identification Mark 4577 CP 6.4.45  
 Intermediate shafts, material D° Identification Marks 4576 CP 30.3.45 4579 CP 17.5.45 Tube shaft, material NONE Identification Mark -  
 Screw shaft, material D° Identification Mark 4579 CP 17.5.45 Steam Pipes, material COPPER Test pressure 420 lb Date of Test 10.11.45  
 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 No If so, state name of vessel ✓

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

This vessel's machinery has been built and installed under Special Survey in accordance with the Society's Rules and Regulations and in accordance with the Secretary's letter. The workmanship and materials are good.

The machinery has been tried under working conditions with satisfactory results and is eligible to be recorded in the Register Book.

\* LMC 12,45 TS CL T 3 Cr 12 1/2", 21 1/2", 35" - 26"  
 210 lb 94 MA 1 SB, 3 Cf, GS 52, HS 1710.

The amount of Entry Fee ... £ 2 : 0 :  
 Special + LMC ... £ 23 : 10 :  
 Donkey Boiler Fee ... £ : :  
 Travelling Expenses (if any) £ : :  
 When applied for, 17 DEC 1945  
 When received, 19

W. S. Shields.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 15 FEB 1946

Assigned + LMC 12,45  
 C.L.



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