

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 16-8-40 When handed in at Local Office 2nd SEP 1940 Port of HULL
 No. in Survey held at Hull Date, First Survey 15. 11. 39 Last Survey 12. 8. 1940
 Reg. Book. on the Steam Trawler VIZALMA. (Number of Visits 39) Gross Tons 580 Net Tons 210
 Built at Beverley By whom built Cook, Lofellon & Gemmell, Ltd. Yard No. 656 When built 1940-8
 Engines made at Hull By whom made C. D. Holmes & Co. Ltd. Engine No. 1558 When made do.
 Boilers made at do. By whom made do. Boiler No. do. When made do.
 Registered Horse Power ✓ Owners Atlas Steam Fishing Co. Ltd. Port belonging to Grimsby
 Nom. Horse Power as per Rule 165 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Trade for which Vessel is intended Fishing

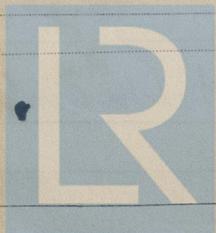
ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 125
 Dia. of Cylinders 15", 25" + 42" Length of Stroke 27 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 8.37 Crank pin dia. 8 1/2" Crank webs Mid. length breadth shrunk Thickness parallel to axis 5 1/2"
 as fitted 8 1/2" Mid. length thickness shrunk Thickness around eye-hole 3 1/16"
 Intermediate Shafts, diameter as per Rule 7.97 Thrust shaft, diameter at collars as per Rule 8.37
 as fitted 8 1/8" as fitted 8 1/2"
 Tube Shafts, diameter as per Rule 8.87 Is the tube shaft fitted with a continuous liner Yes
 as fitted ✓ Screw Shaft, diameter as per Rule 9.1 as fitted 9.1
 Bronze Liners, thickness in way of bushes as per Rule .566 Thickness between bushes as per Rule .311
 as fitted 3/8" as fitted 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 Solid
 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
 shaft no If so, state type ✓ Length of Bearing in Stern Bush next to and supporting propeller 42"
 Propeller, dia. 10'-9" Pitch 10-10 1/2" No. of Blades 4 Material C.I. whether Moveable no Total Developed Surface 42 1/2 sq. feet
 Feed Pumps worked from the Main Engines, No. One Diameter 3 1/4" Stroke 16" Can one be overhauled while the other is at work ✓
 Bilge Pumps worked from the Main Engines, No. One Diameter 3 1/4" Stroke 16" Can one be overhauled while the other is at work ✓
 Feed Pumps { No. and size One Duplex 7x5x6 1/2 Pumps connected to the { No. and size One Duplex 7x5x6 1/2
 How driven Steam Main Bilge Line { How driven Steam
 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 None Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room 2 1/2" dia Steam ejector 3" dia. & Hand pump suction 2" dia
 In Pump Room ✓ In Holds, &c. 2" dia in following:—Fore hold, Fish room (4" dia) for feed tanks
P+S (1 each) Aft feed tanks P+S (1 each) Cold liver oil tanks P+S (1 each) Residue Compartment & After peak tanks.
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 5" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 3" Steam 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 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
 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
 That Pipes pass through the bunkers Bilge Suctions How are they protected Wood casings
 That 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 None Is it fitted with a watertight door ✓ worked from ✓

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2551 sq. ft.
 Forced Draft fitted Yes No. and Description of Boilers One S.B Working Pressure 225 lbs/sq. in.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? ✓
 Is the donkey boiler intended to be used for domestic purposes only no
 PLANS. Are approved plans forwarded herewith for Shafting Sup. of ST APOLLO Main Boilers 31. 8. 39 Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval) 50776.
 Superheaters See Main Rpt. CS 84/5 General Pumping Arrangements 16-1-40 Oil fuel Burning Piping Arrangements ✓

SPARE GEAR.
 Is the spare gear required by the Rules been supplied Yes
 Is the principal additional spare gear supplied ✓

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

W.R. Evans
 Manufacturer.



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During progress of work in shops -- 1939 Nov. 15. 24. Dec. 7. 9. 21. 1940 Jan. 5. 7. 12. 18. 26. 31. Feb. 5. 7. 9. 12. 15.
 20. 29. Mar. 4. 7. 8. 18. 21. Apr. 3. 9. 18. 22. 25. May 9. 24. 30. June 4. 5. 14.
 During erection on board vessel --- 21. July. 17. 26. Aug. 2. 12.
 Total No. of visits 39.

Dates of Examination of principal parts—Cylinders 7/1/40, 5/2/40, Slides 18/1/40 + 26/1/40 Covers 26/1/40
 Pistons 18/1/40 + 26/1/40 Piston Rods 26/1/40 Connecting rods 26/7/40
 Crank shaft 29/2/40 Thrust shaft 15/2/40 Intermediate shafts 15/2/40
 Tube shaft ✓ Screw shaft 7/3/40 Propeller 9/4/40
 Stern tube 9/4/40 Engine and boiler seatings 9/4/40 Engines holding down bolts 30/5/40
 Completion of fitting sea connections 9/4/40
 Completion of pumping arrangements 14/6/40 Boilers fixed 30/5/40 Engines tried under steam 12/8/40
 Main boiler safety valves adjusted 14/6/40 Thickness of adjusting washers Both 3/8" Superheats 5/8"
 Crank shaft material Steel Identification Mark 2497 AEG. 22.1.40 Thrust shaft material Steel Identification Mark 2560 A.E.G. 6.2.40
 Intermediate shafts, material Steel Identification Marks 2561 A.E.G. 6.2.40 Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material Steel Identification Mark 2559 A.E.G. 23.1.40 Steam Pipes, material Steel Test pressure 675 lbs/sq Date of Test 5/6/40
 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 No.
 Is this machinery duplicate of a previous case Yes If so, state name of vessel ST APOLLO except for details. Vul Rpt No 50776

General Remarks (State quality of workmanship, opinions as to class, &c.)
 This Vessel's Machinery has been fitted on board & constructed under Special Survey in accordance with the approved plans & the Rules. The workmanship & material are good & when tried under full power it was found satisfactory in every respect. It is eligible, in our opinion, for the records of L.M.C. 8.40. & the notations of T. 3 Cy. 15", 25" & 42" - 27 165 NHP. 1.S.B. 3 cf G.S. 64. H.S. 2551. F.D. Spt.

The amount of Entry Fee ... £ 3 : 0 :
 Special ... £ 41 : 5 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 15 AUG 1940
 When received, 21st Sept 1940

[Signature] & *[Signature]*
 Engineer Surveyors to Lloyd's Register of Shipping.

Committee's Minute
 Assigned + LMC 8.40
 F.D.C.L.



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

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