

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 580 Tons Net 210
 Built at Beverley By whom built Cook, Liffelton & 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 165 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 screw shaft fitted with a continuous liner Yes
 as fitted 9 1/8" as fitted 9 1/8"
 Bronze Liners, thickness in way of bushes as per Rule 5.66 Thickness between bushes as per Rule 3.11 Is the after end of the liner made watertight in the
 as fitted 9/8" as fitted 1/2" 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 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
 shaft No If so, state type Yes 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 Yes
 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 Yes
 Feed Pumps No. and size One Duplex 7x5x6 1/2" Pumps connected to the Main Bilge Line No. and size One Duplex 7x5x6"
 How driven Steam 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 No 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 hold tanks P+S (1 each) Cold (live oil tank) 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 No Is it fitted with a watertight door Yes worked from Yes

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? Yes

Are the donkey boiler intended to be used for domestic purposes only
 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. CS84/5 General Pumping Arrangements 16-1-40 Oil fuel Burning Piping Arrangements Yes

SPARE GEAR.

Is the spare gear required by the Rules been supplied Yes
 Is the principal additional spare gear supplied Yes

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

Manufacturer.



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Lloyd's Register
Foundation

004262-004970-047

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. 21. July. 17. 26. Aug. 2. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. Sept. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. Oct. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. Nov. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. Dec. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31.

Dates of Survey while building - - - - -

During erection on board vessel - - - - -

Total No. of visits 39.

Dates of Examination of principal parts—Cylinders 1/1/40, 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 26/1/40

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" Superheaters 5/8"

Crank shaft material Steel Identification Mark 2497 AEG 22.1.40 Thrust shaft material Steel Identification Mark 2560 AEG 6.2.40

Intermediate shafts, material Steel Identification Marks 2561 AEG 6.2.40 Tube shaft, material ✓ Identification Mark ✓

Screw shaft, material Steel Identification Mark 2559 AEG 23.1.40 Steam Pipes, material Steel Test pressure 675 lbs/sq. in. 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 No If so, state name of vessel ST APOLLO except for details. Hull 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 & materials are good & when tried under full power it was found satisfactory in every respect. It is eligible, in out of season, 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 : When applied for, 15 AUG 1940

Special ... £ 41 : 5 : When received, 21st Sept 1940

Donkey Boiler Fee ... £ : : 23/9

Travelling Expenses (if any) £ : :

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned + LMC 8.40 F.D.C.L.