

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

18 MAY 1935

Date of writing Report

19

When handed in at Local Office

17 MAY 1935

Port of

No. in Survey held at
Reg. Book.

Date, First Survey 11th Feb. 1935

Last Survey 15th May 1935

(Number of Visits 25)

Gross 440.23

Net 170.30

on the

Steel S. K. " Scalby Wyke "

Built at

Selly

By whom built

Bochrane & Sons Ltd.

Yard No.

1138

When built

1935.5

Engines made at

Hull.

By whom made

Charles D. Holmes & Co. Ltd.

Engine No.

1477

When made

1935

Boilers made at

Hull.

By whom made

Charles D. Holmes & Co. Ltd.

Boiler No.

1477

When made

1935

Registered Horse Power

Owners West Dock Steam Fishing Co. Ltd.

Port belonging to

Hull

Nom. Horse Power as per Rule

114

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 Reciprocating

Revs. per minute

Dia. of Cylinders 13 1/2" 24" 39" Length of Stroke 27" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 7.65" Crank pin dia. 8.00" Crank webs Mid. length breadth 15 1/8" Thickness parallel to axis 5" as fitted 8.00" Mid. length thickness 5" shrunk Thickness around eye-hole 3 9/16"

Intermediate Shafts, diameter as per Rule 7.29" Thrust shaft, diameter at collars as per Rule 7.65" as fitted 7.65" 8.00"

Tube Shafts, diameter as per Rule 17.4/32" Screw Shaft, diameter as per Rule 8.375" Is the tube screw shaft fitted with a continuous liner? Yes

Bronze Liners, thickness in way of bushes as per Rule 18/32" Thickness between bushes as per Rule 15/32" 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

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

Propeller, dia. 10'3" Pitch 10'6" No. of Blades 4 Material B.I. whether Moveable No. Total Developed Surface 40 sq. feet

Feed Pumps worked from the Main Engines, No. 1 Diameter 3" Stroke 15" Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. 1 Diameter 3" Stroke 15" Can one be overhauled while the other is at work

Feed Pumps No. and size One 7" x 5" x 6" How driven Steam Pumps connected to the Main Bilge Line No. and size One 7" x 5" x 6" and 3" dia Ejector. How driven Steam

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

Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 2 @ 2" dia In Pump Room In Holds, &c. 5 @ 2" dia

Main Water Circulating Pump Direct Bilge Suctions, No. and size One @ 4" dia Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One 3" dia 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 Each

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

What Pipes pass through the bunkers Forward Suctions How are they protected Wood Casings

What pipes pass through the deep tanks 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 Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record "S") Total Heating Surface of Boilers

2030 sq ft

Is Forced Draft fitted No No. and Description of Boilers One Single Ended R.T. Working Pressure 210 lbs

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

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied Air, feed & bilge pump valves, Main & donkey check valves & seats, Impeller for centrifugal pump, Impeller shaft for centrifugal pump.

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

Manufacturer.



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Lloyd's Register
Foundation

During progress of work in shops - - 1935:-
 Dates of Survey while building {
 During erection on board vessel - - -
 Total No. of visits 28.

Dates of Examination of principal parts—Cylinders 15-4-35 Slides 2-4-35 Covers 2-4-35
 Pistons 2-4-35 Piston Rods 15-4-35 Connecting rods 15-4-35
 Crank shaft 11-4-35 Thrust shaft 15-3-35 Intermediate shafts 15-3-35
 Tube shaft ✓ Screw shaft 15-3-35 Propeller 18-3-35
 Stern tube 15-3-35 Engine and boiler seatings 29-4-35 Engines holding down bolts 30-4-35
 Completion of fitting sea connections 22-3-35
 Completion of pumping arrangements 8-5-35 Boilers fixed 29-4-35 Engines tried under steam 9-5-35
 Main boiler safety valves adjusted 9-5-35 Thickness of adjusting washers F 1/32 A 1/32
 Crank shaft material Steel Identification Mark 964 Thrust shaft material Steel Identification Mark 964
 Intermediate shafts, material Steel Identification Marks 964 Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material Steel Identification Mark 964 Steam Pipes, material 10 Copper Test pressure 420# 9" Date of Test 2-5-35
 Is an installation fitted for burning oil fuel ho 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 ho 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 ho If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been built under special survey and the materials and workmanship are sound and good.
 It has been satisfactorily fitted on board, tried under steam and found good.
 It is eligible in my opinion, to have record # L.M.C. 5,35 C.L.

Certificate to be sent to
 The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £ 3 : 0 :
 Special ... £ 28 : 10 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 17 MAY 1935
 When received, 1.6 35 7/8 3/6

L. Knoffart.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned
 FRI. 24 MAY 1935
 + LMC 5,35