

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

10 MAY 1935

Date of writing Report 19 When handed in at Local Office 17 MAY 1935 Port of Hull

No. in Survey held at Hull Date, First Survey 11th Feb. 1935 Last Survey 15th May 1935
 Reg. Book. on the Steel S. K. " Scalby Wyke" (Number of Visits 25.) Tons { Gross 440.23
 Net 170.30

Built at Selby By whom built Cochrane & 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 3

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 collar as per Rule 7.65" as fitted 7.65"

Tube Shafts, diameter as per Rule 8.145" 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 17.4/32" 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.S. 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" 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 Both

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

(If not state date of approval)

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 pumps valves, main & donkey check valves & seats, Impeller for centrifugal pumps, Impeller shaft for centrifugal pumps.

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

J. Cooper

Manufacturer.



© 2020
 Lloyd's Register
 Foundation

During progress of work in shops - - 1935:-
 Dates of Survey while building {
 Feb. 11, 15, 22, 26. Mar. 5, 14, 15, 18, 20, 22, 26, 30.
 Apr. 2, 9, 11, 15, 16, 29, 30. May 2, 8, 9, 15.
 Total No. of visits 23.

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 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.) 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 35/100 3/4

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

Committee's Minute FRI. 24 MAY 1935
 Assigned + L.M.C. 5,35

