

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 10 DEC 1925

Date of writing Report 10 DEC 1925

When handed in at Local Office 10 DEC 1925

Port of London (Greenwich)

No. in Survey held at Great Yarmouth + Kings Lynn.

Date, First Survey 10 AUGUST, 1925 Last Survey 2nd December 1925.

Reg. Book. on the Stead screw tug "H.C. HULL".

(Number of Visits 14)

Built at Kings Lynn. By whom built The Kings Lynn Slipway Co. Ltd. Yard No. 207

Tons } Gross
Net

When built 1925

Engines made at Great Yarmouth. By whom made Braltree & Co. Ltd. Engine No. 595 when made 1925.

Boilers made at Stockton. By whom made Riley Bros. Ltd. Boiler No. 5625 when made 1925

Registered Horse Power Owners Union Government of South Africa Port belonging to Cape Town

Nom. Horse Power as per Rule 41 ✓ Is Refrigerating Machinery fitted for cargo purposes No ✓ Is Electric Light fitted Yes ✓

Trade for which Vessel is intended Towing service. South African Ports.

ENGINES, &c.—Description of Engines *Compound surface condensing.* Revs. per minute 150 ✓

Dia. of Cylinders *14" + 28"* Length of Stroke *18"* No. of Cylinders *2* No. of Cranks *2*

Crank shaft, dia. of journals *as per Rule 5 1/2"* Crank pin dia. *5 1/8"* Crank webs Mid. length breadth *8 1/2"* Thickness parallel to axis *3 1/2" + 4"*

Intermediate Shafts, diameter *as fitted 5 1/8"* Thrust shaft, diameter at collars *as fitted 5 1/8"* Thickness around eye-hole *2 1/2" Pmo 2 1/2" found.*

Tube Shafts, diameter *as per Rule 5 1/8"* Screw Shaft, diameter *as fitted 6 1/4"* Is the *tube* shaft fitted with a continuous liner *No.* ✓

Bronze Liners, thickness in way of bushes *as per Rule 1/8"* Thickness between bushes *as fitted 1/8"* Is the after end of the liner made watertight in the propeller boss ✓

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ✓

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.* ✓

Propeller, dia. *5' 6"* Pitch *9' 3"* No. of Blades *3* Material *Cast iron* whether Movable *No.* Total Developed Surface *14* sq. feet

Feed Pumps worked from the Main Engines, No. *one* Diameter *2 1/2"* Stroke *8 1/4"* Can one be overhauled while the other is at work ✓

Bilge Pumps worked from the Main Engines, No. *one* Diameter *2 1/2"* Stroke *8 1/4"* Can one be overhauled while the other is at work ✓

Feed Pumps No. and size *one, 4 1/2" x 2 1/4" x 4"* Pumps connected to the Main Bilge Line No. and size *Feed bilge pump, for both pumps.* ✓

How driven *Steam* ✓ How driven

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 ✓

Bilge Pumps;—In Engine and Boiler Room *one 2" to Main bilge pump. + one 2" to Auxiliary Bilge pump.* ✓

In Holds, &c. *one 2" in After Cabin + one 2" in Fore cabin.* ✓

Suctions, connected to both Main Bilge Pumps and Auxiliary

Main Water Circulating Pump Direct Bilge Suctions, No. and size *one 3"* **Independent Power Pump Direct Suctions to the Engine Room Bilges,**

No. and size *one, 2"* 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. *Valves & cocks.* ✓

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 are carried through the bunkers *None.* ✓ How are they protected ✓

What pipes pass through the deep tanks ✓ Have they been tested as per Rule ✓

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 *800* *sq. ft.* ✓

Is Forced Draft fitted *No.* ✓ No. and Description of Boilers *one, Single ended, Multitubular* Working Pressure *130 lb.* ✓

IS A REPORT ON MAIN BOILERS NOW FORWARDED? *Yes.* ✓

IS A DONKEY BOILER FITTED? *No.* ✓ If so, is a report now forwarded? ✓

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

(If not state date of approval)

Superheaters ✓ General Pumping Arrangements *Yes.* ✓ Oil fuel Burning Piping Arrangements ✓

SPARE GEAR. State the articles supplied:—

2 Connecting rod bolts nuts top end. ✓ 1 set check valves for boiler, valves only. ✓ 1 set piston rings for donkey pp. ✓

4 " " " " bottom end. ✓ 1 set of various sizes. ✓ 1 Propeller. ✓

4 Main bearing bolts. ✓ 1 Pair main bearings ✓

2 sets coupling bolts. ✓ 1 Pair connecting rod bottom end brasses ✓

1 set Air pump valves. ✓ 1 " " " top " " ✓

1 set circulating pump valves. ✓ 1 set H.P. piston rings & springs. ✓

6 condenser tubes. + 24 ferrules. ✓ 1 set L.P. " " " " ✓

1/2 cwt. Assorted. Studs, bolts & nuts. ✓ 2 feed pump suction + 2 delivery valves. ✓

1 Spare spring for safety valve. ✓ 2 bilge " " " " " " ✓

12 Gauge gloves & rings ✓ 1 set donkey pump suction + delivery valves ✓

The foregoing is a correct description,

BRALTREE & CO. LTD.

J. A. Chamberlain

Manufacturer.



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Lloyd's Register
Foundation

009021-009029-0262

1925. Aug 10. 19. 21 SEP 7. 11. 18. 24.
During progress of work in shops - -
Dates of Survey while building 1925 SEP 30 OCT 21. NOV 4. 16. 18. 26. DEC 2
During erection on board vessel - - -
Total No. of visits 14

Dates of Examination of principal parts—Cylinders 7.9.25 Slides 18.9.25 Covers 7.9.25
Pistons 7.9.25 Piston Rods 7.9.25 Connecting rods 7.9.25
Crank shaft 18.9.25 Thrust shaft 18.9.25 Intermediate shaft 18.9.25
Tube shaft ✓ Screw shaft 18.9.25 Propeller 18.9.25
Stern tube 18.9.25. 30.9.25. Engine and boiler seatings 11.9.25 Engines holding down bolts 4.11.25
Completion of pumping arrangements 16.11.25 Boilers fixed 4.11.25 Engines tried under steam 18.11.25
Main boiler safety valves adjusted 26.11.25 Thickness of adjusting washers Port $\frac{7}{16}$ " Starboard $\frac{9}{32}$ "
Crank shaft material Steel Identification Mark No 1236. 24/9/25 Thrust shaft material Steel Identification Mark *bolts with crank shaft*
Intermediate shaft material Steel Identification Marks No 940. 24-9-25 Tube shaft material ✓ Identification Mark ✓
Screw shaft material Steel Identification Mark No 7436. 24-9-25 Steam Pipes, material Lopper. Test pressure 10-11-25 Date of Test 6.11.25
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 carrying and burning oil fuel been complied with ✓
Is this machinery duplicate of a previous case ✓ If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been constructed under Special Survey in accordance with the approved plan & the rules of this Society, the materials & workmanship are good, the steam pipes tested as above & found sound & good. The machinery has been properly fitted & secured on board the vessel & on completion tested under full power. The safety valves adjusted under steam to 130 lbs. In my opinion the vessel is eligible for the record of + L.M.C. 12.25.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 12.25.

Handwritten signature
10/12/25

Builder's Certificate to be sent to

The amount of Entry Fee ... £ 2 - 0 - 0
Special ... £ 9 - 14 - 0
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ 9 - 9 - 9

When applied for.
10 DEC 1925
When received,
18 DEC 1925

A.E. Farminer.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 18 DEC 1925

Assigned

+ L.M.C. 12.25

CERTIFICATE WRITTEN.



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