

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

29 NOV 1935

28 NOV 1935

Port of HULL

Date of writing Report

19

When handed in at Local Office

No. in Survey held at Reg. Book.

Hull

Date, First Survey 11th Sept 1935

Last Survey 18th Nov 1935

1935

on the Steam Trawler "Cape Corrientes"

(Number of Visits 22)

Tons Gross

Built at Selly

By whom built Cochrane & Sons Ltd.

Yard No. 1146

When built 1935

Engines made at Hull

By whom made C.D. Holmes & Co Ltd.

Engine No. 1484

When made 1935

Boilers made at do

By whom made do

Boiler No. 1484

When made 1935

Registered Horse Power

Owners Charleson Steam Fishing Co Ltd

Port belonging to Hull

Nom. Horse Power as per Rule 105

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 110

Dia. of Cylinders 13 1/2", 23", & 37" Length of Stroke 26" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 7.4" as fitted 7 1/2" Crank pin dia. 7 1/2" Crank webs Mid. length breadth 1 1/4" shrunk Thickness parallel to axis 4 7/8" Mid. length thickness 1 1/2" Thickness around eye-hole 3 3/8"

Intermediate Shafts, diameter as per Rule 7.05" as fitted 7 1/2" Thrust shaft, diameter at collars as per Rule 7.4" as fitted 7 1/2"

Tube Shafts, diameter as per Rule 7.9" as fitted 8 1/2" Is the Tube shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 7/16" as fitted 7/16" Thickness between bushes as per Rule 3/8" as fitted 3/8" 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 Yes

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 Length of Bearing in Stern Bush next to and supporting propeller 36"

Propeller, dia. 10'-3" Pitch 10'-6" No. of Blades 4 Material C.I. whether Moveable No Total Developed Surface 37 sq. feet

Feed Pumps worked from the Main Engines, No. 1 Diameter 2 3/4" Stroke 14 3/4" Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. 1 Diameter 2 3/4" Stroke 14 3/4" Can one be overhauled while the other is at work Yes

Feed Pumps No. and size One 6 x 3 1/2 x 6" Pumps connected to the Main Bilge Line No. and size One 6 x 4 1/2 x 6" & one 3" ejector How driven Steam

Ballast Pumps, No. and size Two 2' dia. Lubricating Oil Pumps, including Spare Pump, No. and size Five 2" dia.

Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room Two 2' dia. In Pump Room Five 2" dia.

**Main Water Circulating Pump Direct Bilge Suctions, No. and size** One 3 1/2" **Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size** One 3" 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

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

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

**MAIN BOILERS, &c.**—(Letter for record "S") Total Heating Surface of Boilers 1940 sq. ft.

Is Forced Draft fitted No No. and Description of Boilers One Single-ended Working Pressure 200 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

Is the donkey boiler intended to be used for domestic purposes only Yes

**PLANS.** Are approved plans forwarded herewith for Shafting No Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes

(If not state date of approval)

Superheaters Yes General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

### SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied Main & aux. feed check valves. Spare set of valves for aux. feed & donkey pumps. Spare length of feed pipe & bottom w.g. pipe. Feed pump plunger. main engine ecc. straps. Centrifugal pump impeller shaft. 2 top & 2 bottom bolts for centrifugal pump engine.

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

*[Signature]*

Manufacturer.



W1142-0210

During progress of work in shops -- Sept 11<sup>th</sup> 13<sup>th</sup> 17<sup>th</sup> 19<sup>th</sup> 29<sup>th</sup> 30<sup>th</sup> Oct 10<sup>th</sup> 11<sup>th</sup> 14<sup>th</sup> 17<sup>th</sup> 18<sup>th</sup> 21<sup>st</sup> 28<sup>th</sup> 30<sup>th</sup>  
 Nov. 4<sup>th</sup> 1935  
 During erection on board vessel --- Nov. 8<sup>th</sup> 11<sup>th</sup> 13<sup>th</sup> 14<sup>th</sup> 15<sup>th</sup> 18<sup>th</sup> 1935  
 Total No. of visits 22

Dates of Examination of principal parts—Cylinders 14/17/10/35 Slides 28/10/35 Covers 14/10/35  
 Pistons 17/10/35 Piston Rods 28/10/35 Connecting rods 17/10/35  
 Crank shaft 14/10/35 Thrust shaft 14/10/35 Intermediate shafts 24/9/35  
 Tube shaft ✓ Screw shaft 17/19/9/35 Propeller 24/9/35  
 Stern tube 24/9/35 Engine and boiler seatings 4/10/35 + 8/11/35 Engines holding down bolts 8/11/35  
 Completion of fitting sea connections 11/10/35  
 Completion of pumping arrangements 18/11/35 Boilers fixed 8/11/35 Engines tried under steam 18/11/35  
 Main boiler safety valves adjusted 18/11/35 Thickness of adjusting washers F  $\frac{1}{32}$ " A.  $\frac{5}{16}$ "  
 Crank shaft material Steel Identification Mark 984 Thrust shaft material Steel Identification Mark 984  
 Intermediate shafts, material Steel Identification Marks 984 Tube shaft, material - Identification Mark -  
 Screw shaft, material Steel Identification Mark 984 Steam Pipes, material S.D. Steel Test pressure 600 lbs Date of Test 15/11/35  
 Is an installation fitted for burning oil fuel  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  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 constructed under special survey in accordance with the approved plans, the materials and workmanship being 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 + LMC 11.35.T.S(2L)

The amount of Entry Fee ... £ 3 : - : } When applied for,  
 Special ... £ 26 : 5 : } 28 NOV 1935  
 Donkey Boiler Fee ... £ : : } When received,  
 Travelling Expenses (if any) £ : : } 3.12 19.35 4/12

A.W.B. Edwards  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 3 DEC 1935  
 Assigned + LMC 11.35 (C.L.)

