

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

JUL 22 1940

Date of writing Report 3-7-40 When handed in at Local Office 19 JUL 1940 Port of HULL
 No. in Survey held at 7 Hull Date, First Survey 5-9-39 Last Survey 25-6-1940
 Reg. Book. on the Steam Trawler "S^t APOLLO" (Number of Visits 39)
 Built at Beverley By whom built Cook, Weller & Gemmell Ltd. Yard No. 654 When built 1940-6.
 Engines made at Hull By whom made C. D. Holmes & Co. Ltd. Engine No. 1536 When made do.
 Boilers made at do By whom made 21th Steam Trawling Co. Ltd. Boiler No. 1557 When made do.
 Registered Horse Power Owners The Admiralty (see sub at 29.7.40) Port belonging to
 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 - (Now commandeered by the Admiralty)

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 125.
 Dia. of Cylinders 15"-25"-43" Length of Stroke 27" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 8.37 as fitted 8 1/2" Crank pin dia. 8 1/2" Crank webs Mid. length breadth shrunk Thickness parallel to axis 5 1/2" Mid. length thickness Thickness around eye-hole 3 3/8"
 Intermediate Shafts, diameter as per Rule 7.97 as fitted 8 1/2" Thrust shaft, diameter at collars as per Rule 8.37 as fitted 8 1/2"
 Main Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 8.87 as fitted 9" Is the tube shaft fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes as per Rule 5.66 as fitted 7/32" Thickness between bushes as per Rule 5.11 as fitted 1/2" 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 Solid
 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
 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
 ft. No If so, state type Length of Bearing in Stern Bush next to and supporting propeller 42"
 Propeller, dia. 10 3/4" Pitch 12 ft. No. of Blades 4 Material Bronze whether Moveable No Total Developed Surface 43 sq. feet
 Main Pumps worked from the Main Engines, No. 2 Diameter 2 5/8" Stroke 16" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 3/8" Stroke 16" Can one be overhauled while the other is at work Yes
 Main Pumps { No. and size 2-Duplex 7"x5"x6" Pumps connected to the { No. and size 2 Duplex 7"x5"x6" The Main ME Pump 13"
 { How driven Ind. Steam Main Bilge Line { How driven Ind. Steam
 Main Pumps, No. and size None Lubricating Oil Pumps, including Spare Pump, No. and size None
 two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
 Pumps;—In Engine and Boiler Room 2 @ 2" dia One @ 2 1/2" dia 1 @ 3" dia (hand pump)
 Pump Room In Holds, &c. 2" dia to the following spaces—Fore hold. Fore hold (q.n.s.)
 Main Tanks (1 each) Fore hold oil tanks (1 each) Life peak & Residue compartment.
 Water Circulating Pump Direct Bilge Suctions, No. and size One 5" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 and size 3" dia Main Engine Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes
 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
 all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Yes
 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
 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
 Pipes pass through the bunkers Fore hold bilge suction How are they protected Wood casings
 Pipes pass through the deep tanks Have they been tested as per Rule Yes
 all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
 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 2551 sq. ft.
 Forced Draft fitted Yes No. and Description of Boilers One S.B. Working Pressure 225 lbs/sq. in.
 A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 A DONKEY BOILER FITTED? No If so, is a report now forwarded? Yes
 donkey boiler intended to be used for domestic purposes only Yes
 A.N.S. Are approved plans forwarded herewith for Shafting of Main Boilers 31-7-39 Auxiliary Boilers Yes Donkey Boilers Yes
 (If not state date of approval) See main Rpt. General Pumping Arrangements 2-11-39 Oil fuel Burning Piping Arrangements Yes

SPARE GEAR.

The spare gear required by the Rules been supplied Yes.
 The principal additional spare gear supplied One Spare shaft for two screws (S^t APOLLO & S^t ZENO) 614 L.D.T. 20-10-39
 One Main Engine feed pump plungers, flange & back ring. 1453 D.L.H.C. 29-2-40
 One bottom water gauge pipe. Main & donkey check valves & seals. One Safety Valve spring

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

Manufacturer.



© 2020

Lloyd's Register
Foundation

1939. Sept. 5, 11, 20. Oct. 11. Nov. 1, 7, 15, 17, 24, 26. Dec. 4, 6, 7, 9, 12, 13, 18, 20, 21.
 26, 28. 1940. Jan. 4, 5, 8, 9, 12, 13. Feb. 9, 20, 21, 23, 26, 28, 29. Mar. 8, 20.
 June 18, 21, 25.

Dates of Survey while building

During progress of work in shops - - -

During erection on board vessel - - -

Total No. of visits 39.

1449. D.L.H.C. or L.H.M. with data as required

ALL SHAPING STAMPED

Dates of Examination of principal parts—Cylinders 20/12/40 Slides 24/11/39 Covers 24/11/39

Pistons 24/11/39 Piston Rods 7/11/39 Connecting rods 7/11/39

Crank shaft 28-12-39 Thrust shaft 28-12-39 Intermediate shafts 18.1.40.

Tube shaft 28-12-39 Screw shaft 28-12-39 Propeller 13/12/39

Stern tube 13/12/39 Engine and boiler seatings 18/12/39 Engines holding down bolts 20/2/40

Completion of fitting sea connections 13/12/39.

Completion of pumping arrangements 8.3.40. Boilers fixed 20/2/40 Engines tried under steam 25-6.40

Main boiler safety valves adjusted 8-3-40 Thickness of adjusting washers 7 1/32" 5 1/2"

Crank shaft material Steel Identification Mark CSP. 332-2883 Thrust shaft material Steel Identification Mark 396. J.H. 20.

Intermediate shafts, material Steel Identification Marks 718 L.T. 5.1.40 Tube shaft, material Steel Identification Mark

Screw shaft, material Steel Identification Mark 311. L.D.T. 10.8.39 Steam Pipes, material Steel Test pressure 675 lb/sq. in. Date of Test 26/2/40

Is an installation fitted for burning oil fuel C/O 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 C/O 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 Yes. If so, state name of vessel Engines duplicate of Lady Julian. Hull Rpt 50402. with minor differences in details.

General Remarks (State quality of workmanship, opinions as to class, &c.)

The Machinery of this vessel has been constructed & fitted on board under Special Survey in accordance with the approved plans & the Rules. The workmanship & materials are good & when tried under full working conditions it was found satisfactory in every respect. It is eligible, in my opinion, to be classed with the records of L.M.C. 6.40 & the notations of T. 3 Cy. 15", 25" & 42" (S) 225 lb. I.S.B. (Spt) 3 cf. GS 64. H.S. 2551.

The amount of Entry Fee ... £ 3 : 0 : When applied for,
 Special ... £ 41 : 5 : 28.6.1940
 Donkey Boiler Fee ... £ : : When received,
 Travelling Expenses (if any) £ : : 5.7.1940

Committee's Minute

FRI 2 AUG 1940

Assigned

+ LMC 6.40

FD. CL.

Libby J. Johnson
 Engineer Surveyor to Lloyd's Register of Shipping.



© 2020

Lloyd's Register Foundation