

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

28 AUG 1929

Date of writing Report

19

When handed in at Local Office

26. 8. 1929 Port of

No. in Survey held at
Reg. Book.

Hull

Date, First Survey

Jun. 10. 1929

Last Survey

Aug. 21st. 1929

on the Steam Trawler "BEVERLAC"

Built at

Beverly

By whom built

Cook, Welton, & Gemmell Ltd

Yard No.

525

Gross
Tons

When built

1929

Engines made at

Hull

By whom made

Charles D. Holmes & Co. Ltd

Engine No.

1376 when made

Boilers made at

Hull

By whom made

do

Boiler No.

1376 when made

Registered Horse Power

Owners W. A. Massey & Sons Ltd

Port belonging to

Hull

Nom. Horse Power as per Rule

96

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

Dia. of Cylinders

13" 23" 27"

Length of Stroke

26"

No. of Cylinders

3

No. of Cranks

3

Revs. per minute

Crank shaft, dia. of journals

as per Rule

7.5

Crank pin dia.

7 1/2

Crank webs

Mid. length breadth

14 1/4

Thickness parallel to axis

4 7/8

Intermediate Shafts, diameter

as per Rule

6.8

Thrust shaft, diameter at collars

as per Rule

7.1

Tube Shafts, diameter

as per Rule

7.6

Screw Shaft, diameter

as per Rule

8 1/4

Is the

tube

screw

shaft fitted with a continuous liner

yes

Bronze Liners, thickness in way of bushes

as per Rule

7/16

Thickness between bushes

as per Rule

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

yes

Length of Bearing in Stern Bush next to and supporting propeller

36"

Propeller, dia.

9'-9"

Pitch

10'-10 1/2"

No. of Blades

4

Material

C.I.

whether Moveable

no

Total Developed Surface

34.75 sq. feet

Feed Pumps worked from the Main Engines, No.

one

Diameter

2 5/8"

Stroke

14 3/4"

Can one be overhauled while the other is at work

yes

Bilge Pumps worked from the Main Engines, No.

one

Diameter

2 5/8"

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

No. and size

one 6 x 3 1/2 x 6"

Ejection

How driven

steam

Main Bilge Line

How driven

steam

yes

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"

In Holds, &c.

5 @ 2"

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 strums

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

Howard 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

yes

Is it fitted with a watertight door

yes

worked from

yes

MAIN BOILERS, &c.—(Letter for record

)

Total Heating Surface of Boilers

1698 sqft

Is Forced Draft fitted

no

No. and Description of Boilers

one single ended

Working Pressure

200 lb/sq

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

yes

IS A DONKEY BOILER FITTED?

no

If so, is a report now forwarded?

yes

PLANS.

Are approved plans forwarded herewith for Shafting

Main Boilers

Auxiliary Boilers

Donkey Boilers

Superheaters

yes

General Pumping Arrangements

yes

Oil fuel Burning Piping Arrangements

yes

SPARE GEAR.

State the articles supplied:— 2 Top end Balls exuts, 2 Bottom end Balls &

rats, 2 main bearing balls exuts. Set of feed, air, bilge, &

circulating pump valves, one safety valve springs, main

& donkey check valve seats, Impeller & shaft for centrifugal

pump, 4 valves for Donkey pump, Feed pump plunger, gland

check Ring.

Hopp & W. H. W.

The foregoing is a correct description,

FOR CHARLES D. HOLMES & CO., LTD.

Manufacturer.



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Lloyd's Register
Foundation

W1343-0106

1929. Jan. 10. 26. Feb. 1. 1. 4. 8. 10. 12. 20. 26. 31. Aug. 4. 15. 18. 14. 20. 21.
During progress of work in shops - -
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits 18.

Dates of Examination of principal parts—Cylinders 31. 7. 29 Slides 7. 8. 29 Covers 31. 7. 29
Pistons 7. 8. 29 Piston Rods 31. 7. 29 Connecting rods 31. 7. 29
Crank shaft 26. 7. 29 Thrust shaft 4. 7. 29 Intermediate shafts ✓
Tube shaft ✓ Screw shaft 12. 7. 29 Propeller 12. 7. 29
Stern tube 12. 7. 29 Engine and boiler seatings 17. 8. 29 Engines holding down bolts 17. 8. 29
Completion of fitting sea connections 20. 7. 29
Completion of pumping arrangements 20. 8. 29 Boilers fixed 17. 8. 29 Engines tried under steam 20. 8. 29
Main boiler safety valves adjusted 20. 8. 29 Thickness of adjusting washers $\frac{3}{8}$ " $\frac{5}{16}$ "
Crank shaft material Steel Identification Mark *Loyas 459* Thrust shaft material Steel Identification Mark *Loyas 45*
Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material Steel Identification Mark *Loyas 459* Steam Pipes, material *SD. Copper* Test pressure 400 lb/sq. in. Date of Test 15. 8. 29
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 carrying and burning oil fuel been complied with ✓

Is this machinery duplicate of a previous case yes. If so, state name of vessel "Kingston Peridot"

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery of this vessel has been built under special Survey & the materials & workmanship are sound & good. It has been satisfactorily fitted on board, tried under working conditions & all found in good order. It is eligible in my opinion to have Record of + L.M.C 8. 29 CL.

Forging Reports sent with St. "Honorus" Steel Report 40087 with exception of Thrust shaft - herewith.

It is submitted that this vessel is eligible for THE RECORD + L.M.C 8. 29. CL.

J. B. 30/8/29

The amount of Entry Fee ... £ 2 : 00
Special ... £ 24 : 00
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 24. 8. 1929
When received, 4. 9. 1929

W. H. Waggott
Engineer-Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 30 AUG 1929

Assigned

+ L.M.C 8. 29 CL

CERTIFICATE WRITTEN



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