

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

11 NOV 1930

Date of writing Report 10.11.1930 When handed in at Local Office 10 Nov. 1930 Port of HULL  
 No. in Survey held at HULL Date, First Survey 23 July Last Survey 4 Nov 1930  
 Reg. Book. 67705 on the STEAM TRAWLER "RYLSTON" (Number of Visits 19)  
 Gross 380.11  
 Net 153.62  
 Built at Beverley By whom built Book, Welton & Gemmell Ltd Yard No. 556 When built 1930  
 Engines made at Hull By whom made Charles D. Holmes & Co Ltd Engine No. 1408 When made 1930  
 Boilers made at Hull By whom made Charles D. Holmes & Co Ltd Boiler No. 1408 When made 1930  
 Registered Horse Power \_\_\_\_\_ Owners Henriksen & Co Ltd Port belonging to Hull  
 Nom. Horse Power as per Rule 104 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 \_\_\_\_\_  
 Dia. of Cylinders 13" - 23" - 37" Length of Stroke 26 No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 4.35" as fitted 4.2" Crank pin dia. 1.2" Crank webs Mid. length breadth 14.2" Thickness parallel to axis 4.78"  
 as fitted 4.2" Mid. length thickness 4.78" Thickness around eye-hole 3.78"  
 Intermediate Shafts, diameter as per Rule 4" as fitted 4.2" Thrust shaft, diameter at collars as per Rule \_\_\_\_\_ as fitted 4.2"  
 Tube Shafts, diameter as per Rule \_\_\_\_\_ as fitted \_\_\_\_\_ Screw Shaft, diameter as per Rule 4.83" as fitted 4.2" Is the with shaft fitted with a continuous liner Yes  
 as fitted \_\_\_\_\_ Thickness between bushes as per Rule 4.16" as fitted \_\_\_\_\_ 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 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 If so, state type \_\_\_\_\_ Length of Bearing in Stern Bush next to and supporting propeller 36"  
 Propeller, dia. 10ft Pitch 10'6" No. of Blades 4 Material B.I. whether Moveable no Total Developed Surface 37 1/2 sq. feet  
 Feed Pumps worked from the Main Engines, No. 2 Diameter 2 3/4" Stroke 14 3/4" Can one be overhauled while the other is at work \_\_\_\_\_  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 3/4" Stroke 14 3/4" Can one be overhauled while the other is at work \_\_\_\_\_  
 Feed Pumps { No. and size 6" x 3 1/2" x 6" Pumps connected to the { No. and size 6" x 4 1/4" x 6" + 3" ejector  
 How driven Steam Main Bilge Line { 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" In Holds, &c. 6 @ 2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 4" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size 1 @ 3" 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 bilge suction How are they protected Wood casings & sheet iron  
 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 \_\_\_\_\_ Is it fitted with a watertight door \_\_\_\_\_ worked from \_\_\_\_\_

**MAIN BOILERS, &c.**—(Letter for record S) Total Heating Surface of Boilers 1866 sq. feet  
 Is Forced Draft fitted No No. and Description of Boilers one single lined Working Pressure 210 #0"  
 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 Yes Main Boilers Yes Auxiliary Boilers \_\_\_\_\_ Donkey Boilers \_\_\_\_\_  
 Superheaters \_\_\_\_\_ General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements \_\_\_\_\_

### SPARE GEAR.

Has the spare gear required by the Rules been supplied \_\_\_\_\_  
 State the principal additional spare gear supplied 2 Bolts + nuts for top end, bottom end + main bearings  
1 Set of coupling bolts. Feed, air + bilge pumps valves. 1 Safety valve spring  
main + donkey check valves. 3 condenser tubes + 12 ferrules.  
2 Escape valve springs. Centrifugal pump impeller shaft.  
1 cast iron propeller. Piston rod glands. Valve spindle glands.  
Set of fire bars.

The foregoing is a correct description,

FOR CHARLES D. HOLMES & CO., LTD,

Manufacturer.



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Lloyd's Register Foundation

W221-0043

Dates of Survey while building

During progress of work in shops --- 1930. July 23-30 Aug 25. Sept 2. 3. 11. 15. 17. 19. 22. 26. 27. Oct 3. 7. 10. 27. 28. 30. Nov 4.

During erection on board vessel ---

Total No. of visits 19.

Dates of Examination of principal parts	Cylinders	26-9-30	Slides	26-9-30	Covers	26-9-30
Pistons	Piston Rods	26-9-30	Connecting rods	26-9-30		
Crank shaft	Thrust shaft	3-9-30	Intermediate shafts	15-9-30	10-10-30	
Tube shaft	Screw shaft	22-9-30	Propeller	15-9-30	22-9-30	
Stern tube	Engine and boiler seatings	22-9-30	Engines holding down bolts	28-10-30	28-10-30	
Completion of fitting sea connections	Boilers fixed	4-11-30	Engines tried under steam	28-10-30	4-11-30	
Completion of pumping arrangements	Thicknes of adjusting washers	4-11-30	P 7/16"	S 7/16"		
Main boiler safety valves adjusted	Identification Mark	4-11-30	Steel	Identification Mark	Lloyds 622	
Crank shaft material	Identification Mark	Steel	Lloyds 622	Thrust shaft material	Steel	Identification Mark
Intermediate shafts, material	Identification Mark	Steel	Lloyds 622	Tube shaft, material	Steel	Identification Mark
Screw shaft, material	Identification Mark	Steel	Lloyds 622	Steam Pipes, material	S.B. Copper	Test pressure 420#
Is an installation fitted for burning oil fuel	Is the flash point of the oil to be used over 150° F.	no				
Have the requirements of the Rules for the use of oil as fuel been complied with		no				
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	no				
Is the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with	If so, state name of vessel	no				

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

The machinery of this vessel has been built under special survey, the material & being sound and good. It has been satisfactorily fitted on board, tried under working conditions and found in good order. It is eligible, in my opinion, to have record of L.M.C. 11.30. C.L.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 11.30 C.L.

*[Signature]*  
14/11/30

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	When applied for,	10 Nov 1930
Special	£ 26 : 0	When received,	3.12.1930
Donkey Boiler Fee	£ :		
Travelling Expenses (if any)	£ :		

*[Signature]*  
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute  
Assigned  
TUE, 18 NOV 1930  
+ L.M.C. 11.30 C.L.

