

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

11 NOV 1930

Date of writing Report 10.11.30 When handed in at Local Office 10 Nov. 30 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"  
 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 104 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 3  
 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" Crank pin dia. 1 1/2" Crank webs Mid. length breadth 14 1/4" shrunk Thickness parallel to axis 4 7/8"  
 Intermediate Shafts, diameter as per Rule 4" Thrust shaft, diameter at collars as per Rule 4 1/2" Thickness around eye-hole 3 1/8"  
 Tube Shafts, diameter as per Rule 4" Screw Shaft, diameter as per Rule 4.83" Is the screw shaft fitted with a continuous liner Yes  
 Bronze Liners, thickness in way of bushes as per Rule 9/16" Thickness between bushes as per Rule 1/16" 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 Yes  
 shaft no If so, state type Length of Bearing in Stern Bush next to and supporting propeller 36"  
 Propeller, dia. 10 ft 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 Yes  
 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 Yes  
 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 2 @ 2" Lubricating Oil Pumps, including Spare Pump, No. and size 1 @ 2"  
 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 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 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 1866 sq. feet  
 Is Forced Draft fitted No No. and Description of Boilers one single lined Working Pressure 210 lb. 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 Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes  
 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 2 Bolts & nuts for top end, bottom end & main bearings  
1 Set of coupling bolts. Feed, air & bilge pump 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 &amp; 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.

During erection on board vessel - - -

Nov 4.

Total No. of visits

19.

Dates of Examination of principal parts -

Cylinders

26-9-30

Slides

26-9-30

Covers

26-9-30

Pistons

26-9-30

Piston Rods

26-9-30

Connecting rods

26-9-30

Crank shaft

3-9-30

Thrust shaft

15-9-30

Intermediate shafts

10-10-30

Tube shaft

22-9-30

Screw shaft

15-9-30

Propeller

22-9-30

Completion of fitting sea connections

4-11-30

Engine and boiler seatings

28-10-30

Engines holding down bolts

28-10-30

Completion of pumping arrangements

4-11-30

Boilers fixed

28-10-30

Engines tried under steam

4-11-30

Main boiler safety valves adjusted

4-11-30

Thickness of adjusting washers

P 7/16"

S 7/16"

Crank shaft material

Steel

Identification Mark

Lloyds 622

Thrust shaft material

Steel

Identification Mark

Lloyds 622

Intermediate shafts, material

Steel

Identification Marks

Lloyds 622

Tube shaft, material

Steel

Identification Mark

Lloyds 622

Screw shaft, material

Steel

Identification Mark

Lloyds 622

Steam Pipes, material

S.B. Copper

Test pressure

4.20% Date of Test 30-10-30

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 the use of oil as fuel been complied with

No

If so, have the requirements of the Rules been complied with

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo

No

If so, state name of vessel

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 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

14/11/30

Certificate to be sent to

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)

£ :

Committee's Minute

Assigned

TUE. 18 NOV 1930

+ Lmb. 11.30 L

B. Knoffatt.

Engineer Surveyor to Lloyd's Register of Shipping



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