

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office OCT 20 1937

Date of writing Report 18.10.37 When handed in at Local Office 18.10.37 Port of **HULL**  
 No. in Survey held at Hull Date, First Survey 25/5/37 Last Survey 12/10/37  
 Reg. Book 17307 on the Steam Tug "ENGLISHMAN" (Number of Visits 33)  
 Built at Selby By whom built Lochrane & Sons Ltd Yard No. 1184 Tons { Gross 486.85 Net 89.14  
 Engines made at Hull By whom made G.D. Holmes & Co. Ltd Engine No. 1523 When made 1937  
 Boilers made at Hull By whom made G.D. Holmes & Co. Ltd Boiler No. 1523 When made 1937  
 Registered Horse Power Owners Muted Trading Co. Ltd Port belonging to Hull  
 Nom. Horse Power as per Rule 190 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted No.  
 Trade for which Vessel is intended Trading

**ENGINES, &c.**—Description of Engines *Reciprocating Triple Expansion* Revs. per minute  
 Dia. of Cylinders 16 1/2 - 28 1/2 - 47 Length of Stroke 30 No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 9.122 as fitted 9 3/8 Crank pin dia. 9 3/8 Crank webs Mid. length breadth 11 3/4 Thickness parallel to axis 5 7/8  
 Intermediate Shafts, diameter as per Rule 8.688 as fitted 9.00 Thrust shaft, diameter at collars as per Rule 9.122 as fitted 9 3/8  
 Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 10.128 as fitted 10.14 Is the tube screw shaft fitted with a continuous liner No.  
 Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted Is the after end of the liner made watertight in the propeller boss  
 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  
 Propeller, dia. 12 1/2 Pitch 12.9 No. of Blades 4 Material Cast iron whether Moveable No Total Developed Surface 55.5 sq. feet  
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3 Stroke 18 Can one be overhauled while the other is at work Yes  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 3 Stroke 18 Can one be overhauled while the other is at work Yes  
 Feed Pumps { No. and size One 8"x6"x8" & One 6"x4"x6" Lamont Duplex Pumps connected to the Main Bilge Line { No. and size One 8"x6"x8" & One 6"x4"x6" Lamont Duplex  
 How driven Steam 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 at 2 1/2" dia, 2 at 3" dia, 1 at 2" dia.  
 In Pump Room In Holds, &c. 1 at 2 1/2" dia.

**Main Water Circulating Pump Direct Bilge Suctions, No. and size** One at 5 1/2" dia. **Independent Power Pump Direct Suctions to the Engine Room Bilges,**  
 No. and size One 3" dia 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 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 How are they protected  
 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 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 2810 square feet.  
 Is Forced Draft fitted Yes No. and Description of Boilers One Single Ended Return Tube Working Pressure 215 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

**PLANS.** Are approved plans forwarded herewith for Shafting Main Boilers Yes Auxiliary Boilers Donkey Boilers  
 (If not state date of approval)  
 Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

## SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes.  
 State the principal additional spare gear supplied.

One set air pump valves.  
 One main & auxiliary check valve.  
 One set donkey pump valves each pump  
 One feed pump ram  
 One circulating pump impeller shaft.

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

Manufacturer.

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Dates  
of Survey  
while  
building

During progress of  
work in shops - -

During erection on  
board vessel - - -

Total No. of visits

1937: - May 25 June 15 July 2.9.10.13.15.16.20.21.22.

Aug 5.6.10.11.13.16.17.19.23.25.31.

Sept 7.13.21.22.24.28.29.30. Oct 2.8.12.

33.

Dates of Examination of principal parts - Cylinders 21.7.37. Slides 23.8.37. Covers 23.8.37.

Pistons 23.8.37. Piston Rods 13.8.37. Connecting rods 16.8.37.

Crank shaft 15.7.37. Thrust shaft 9.7.37. Intermediate shafts 15.7.37.

Tube shaft 2.7.37. Screw shaft 2.7.37. Propeller 2.7.37.

Stern tube 2.7.37. Engine and boiler seatings 15.6.37. Engines holding down bolts 21.9.37.

Completion of fitting sea connections 15.6.37.

Completion of pumping arrangements 2.10.37. Boilers fixed 21.9.37. Engines tried under steam 2.10.37.

Main boiler safety valves adjusted 2.10.37. Thickness of adjusting washers P = 1/32. S = 3/8.

Crank shaft material Steel Identification Mark 1095. Thrust shaft material Steel Identification Mark 1095.

Intermediate shafts, material Steel Identification Marks 1095. Tube shaft, material Steel Identification Mark.

Screw shaft, material Steel Identification Mark 1095. Steam Pipes, material Steel. Test pressure 700 lbs/sq. in. Date of Test 22.9.37.

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 ✓

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No. 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 built under Special Survey. The materials & workmanship are sound & good. It has been satisfactorily fitted on board, tried under steam and found good.

It is eligible in my opinion to have record of LMC 10.37 09.

The amount of Entry Fee ... £ 3 : 0 :  
Special ... £ 47 : 10 :  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :

When applied for,  
19 OCT 1937

When received,  
2/12 1937

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned + Lmc 10.37

10.09



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