

# 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) Tons { Gross 486.8 Net 89.14

Built at Selby By whom built Bochran & Sons Ltd Yard No. 1184 When built 1937

Engines made at Hull By whom made B. D. Holmes & Co. Ltd Engine No. 1523 When made 1937

Boilers made at Hull By whom made B. D. Holmes & Co. Ltd Boiler No. 1523 When made 1937

Registered Horse Power 190 Owners United Towing 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 Towing

**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 9 1/2" as per Rule 9 1/2" Crank pin dia. 9 3/8" Crank webs 11 3/4" Mid. length breadth 5 7/8" Thickness parallel to axis 3 7/8"

Intermediate Shafts, diameter 8.688" as per Rule 9.00" Thrust shaft, diameter at collars 9 3/8" as per Rule 9.122"

Tube Shafts, diameter — as per Rule — Screw Shaft, diameter 10.128" as per Rule 10.14" Is the { tube } shaft fitted with a continuous liner { No }

Bronze Liners, thickness in way of bushes — as per Rule — Thickness between bushes — as per Rule — Is the after end of the liner made watertight in the propeller boss —

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 — If so, state type — Length of Bearing in Stern Bush next to and supporting propeller 48"

Propeller, dia. 12 1/2" Pitch 12 1/9" 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. Two Diameter 3" Stroke 18" Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. Two Diameter 3" Stroke 18" Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size One 8" x 6" x 8" & One 6" x 4" x 6" Lamont Duplex Pumps connected to the { No. and size One 8" x 6" x 8" & One 6" x 4" x 6" Lamont Duplex Main Bilge Line { 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"

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 — 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.

*[Signature]*

Manufacturer.



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During progress of work in shops - - 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.  
 During erection on board vessel - - - Sept 7.13.21.22.24.28.29.30. Oct 2.8.12.  
 Total No. of visits 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 Identification Mark  
 Screw shaft, material Steel Identification Mark 1095 Steam Pipes, material S.S. Test pressure 700 lbs/sq 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 JMR 3/12

J. A. Ordle  
 Engineer Surveyor to Lloyd's Register of Shipping.

TUE 26 OCT 1937

Committee's Minute  
 Assigned + Lmc 10.37  
 J.A. 09



Certificate to be sent to  
 The Surveyors are requested not to write on or below the space for Committee's Minute.