

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 23.11.27 When handed in at Local Office 23.11.27 Port of Hull
 No. in Survey held at Hull Date, First Survey Aug 22 Last Survey 23.11.27
 Reg. Book. 39784 on the Steamer Tug "ABEILLE No 14" (Number of Visits 16)
 Built at Luby By whom built Cochrane & Sons Ltd Yard No. 1010 Tons Gross 125.66
 Engines made at Hull By whom made Charles D. Holmes & Co Ltd Engine No. 1314 When built 1927
 Boilers made at do By whom made do Boiler No. 1317 when made 1927
 Registered Horse Power Owners Compagnie de Remorquage - de Sambre - les Abeilles Port belonging to Havre
 Nom. Horse Power as per Rule 93. Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted No
 Trade for which Vessel is intended Towing services

Engines, &c. — Description of Engines Triple Expansion Revs. per minute
 Dia. of Cylinders 32.23.34 Length of Stroke 24 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 6.9 Length of Stroke 24 Crank pin dia. 7 1/2 Crank webs Mid. length breadth 14 Thickness parallel to axis 4 1/8
 as fitted 7 1/4 Crank pin dia. 7 1/2 Mid. length thickness 4 7/8 shrunk Thickness around eye-hole 3 1/4
 Intermediate Shafts, diameter as per Rule 6.6 Thrust shaft, diameter at collars as per Rule 6.9
 as fitted 7 1/4 as fitted 7 1/4
 Tube Shafts, diameter as per Rule 1.38 Screw Shaft, diameter as fitted 8 1/2 Is the shaft fitted with a continuous liner Yes
 as fitted 8 1/2 as fitted 8 1/2
 Bronze Liners, thickness in way of bushes as per Rule 3/4 Thickness between bushes as per Rule 3/4 Is the after end of the liner made watertight in the propeller boss Yes
 as fitted 3/4 as fitted 3/4 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 No
 Length of Bearing in Stern Bush next to and supporting propeller 36
 Propeller, dia. 9-4 1/2 Pitch 11-0 No. of Blades 4 Material Cast Iron whether Moveable No Total Developed Surface 36 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 2 1/4 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 1/4 Stroke 14 3/4 Can one be overhauled while the other is at work Yes
 Feed Pumps No. and size 6x4x6 Pumps connected to the 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 One @ 2" in E.R. One at 2" in Boiler room
 In Holds, &c. One @ 2" in crew space One @ 2" fore. ballast + one @ 2" aft ballast
 1 @ 2" F.P.T. 1 @ 2" A.P.T.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 3 1/2 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One 2"
 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 Both
 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 None 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 1411 sq. ft.
 Is Forced Draft fitted No No. and Description of Boilers One, Single ended Working Pressure 180 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? No
 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. State the articles supplied: 2 Bottom end bolts + nuts, 2 Top end bolts + nuts
 2 main bearing bolts + nuts, Set of coupling bolts + nuts, Spare valves for air feed, bilge + donkey pumps, 25 Condenser tubes + 50 ferrules, Spare tail shaft + propeller, Bottom end bearing complete, 12 plain + 4 stay tubes, Assorted bolts + nuts + iron various sizes

The foregoing is a correct description,

CHARLES D. HOLMES & Co. LTD

Manufacturer.



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002352-002361-0165

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits 16.

1927. Aug 22. 30. Sept 5. 20. 26. 30. Oct 4. 6. 18. Nov 2. 9. 14. 11. 16. 19. 23

Dates of Examination of principal parts—Cylinders 26.9.27 Slides 2.11.27 Covers 26.9.27
Pistons 2.11.27 Piston Rods 6.10.27 Connecting rods 2.11.27
Crank shaft 6.10.27 Thrust shaft 18.10.27 Intermediate shafts ✓
Tube shaft ✓ Screw shaft 20.9.27 Propeller 20.9.27
Stern tube 20.9.27 Engine and boiler seatings 11/11/27 Engines holding down bolts 11/11/27
Completion of fitting sea connections 30.9.27
Completion of pumping arrangements 23.11.27 Boilers fixed 23/11/27 Engines tried under steam 23.11.27
Main boiler safety valves adjusted 19.11.27 Thickness of adjusting washers A. $\frac{13}{32}$ F. $\frac{11}{32}$
Crank shaft material Steel Identification Mark 281 Thrust shaft material Steel Identification Mark 281
Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark
Screw shaft, material Steel Identification Mark 281 Steam Pipes, material T.B. Copper Test pressure 400 lbs. Date of Test 14/11/27
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 carrying and burning oil fuel been complied with ✓
Is this machinery duplicate of a previous case ✓ 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. The engines, boiler & pumping arrangements have all been tried under working conditions & found good. The machinery is eligible in my opinion to have record in Register Book of + L.M.C. 11.27 C.L.

It is submitted that this vessel is eligible for THE RECORD. + LMC 11.27. CL.

The amount of Entry Fee ... £ 2 :

Special ... £ 23 : 5

Donkey Boiler Fee ... £ :

Travelling Expenses (if any) £ :

When applied for,

21 Nov 1927

When received,

1.12.27

Committee's Minute

FRI. 25 NOV 1927

Assigned

+ LMC 11:27 C.L.

CERTIFICATE WRITTEN



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