

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

24 APR 1936

Received at London Office

25 APR 6

Date of writing Report 19 When handed in at Local Office 19 Port of **HULL**

No. in Survey held at **Hull** Date, First Survey **4th February 1936** Last Survey **23rd April 1936**
 Reg. Book. **17135** on the **Steam Trawler "Admiral Drake"** (Number of Visits **27**) Tons **Gross 418**
Net 167

Built at **Selly** By whom built **Cochrane & Sons Ltd** Yard No. **1154** When built **1936**

Engines made at **Hull** By whom made **C.D. Holmes & Co Ltd** Engine No. **1489** When made **1936**

Boilers made at **do** By whom made **do** Boiler No. **1489** When made **1936**

Registered Horse Power **-** Owners **C.H. Smith & Co (Hull) Ltd** Port belonging to **Hull**

Nom. Horse Power as per Rule **105** 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 1/2", 23" & 37"** Length of Stroke **26"** No. of Cylinders **3** No. of Cranks **3**

Crank shaft, dia. of journals as per Rule **7 1/2"** Crank pin dia. **7 1/2"** Crank webs Mid. length breadth **1 1/4"** Thickness parallel to axis **4 7/8"**
 as fitted **7 1/2"** Mid. length thickness **1 1/2"** Thickness around eye-hole **3 3/8"**

Intermediate Shafts, diameter as per Rule **7.05"** Thrust shaft, diameter at collars as per Rule **7.4"**
 as fitted **7 1/2"** as fitted **7 1/2"**

Tube Shafts, diameter as per Rule **7.9"** Screw Shaft, diameter as per Rule **8 1/4"** Is the **tube** shaft fitted with a continuous liner **Yes**
 as fitted **7 1/2"** as fitted **8 1/4"** Is the **screw** shaft fitted with a continuous liner **Yes**

Bronze Liners, thickness in way of bushes as per Rule **7/16"** Thickness between bushes as per Rule **3/8"** Is the after end of the liner made watertight in the propeller boss **Yes**
 as fitted **7/16"** as fitted **3/8"** 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**
 If so, state type **-** Length of Bearing in Stern Bush next to and supporting propeller **36"**

Propeller, dia. **10'-3"** Pitch **10'-6"** No. of Blades **4** Material **C.I.** whether Moveable **No** Total Developed Surface **37** sq. feet

Feed Pumps worked from the Main Engines, No. **One** 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. **One** Diameter **2 3/4"** Stroke **14 3/4"** Can one be overhauled while the other is at work **Yes**

Feed Pumps { No. and size **One 6" x 3 1/2" x 6" (Simplex)** Pumps connected to the { No. and size **one 6" x 4 1/2" x 6" (Duplex) & one 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" dia.**
 In Pump Room **Yes** In Holds, &c. **Five @ 2" dia.**

Main Water Circulating Pump Direct Bilge Suctions, No. and size **One 3 1/2" dia.** Independent Power Pump Direct Suctions to the Engine Room-Bilges, No. and size **One 3" 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 **Yes**

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 Suctions** How are they protected **Wood Casings**

What pipes pass through the deep tanks **-** 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 **-** Is it fitted with a watertight door **-** worked from **-**

MAIN BOILERS, &c.—(Letter for record "S") Total Heating Surface of Boilers **1940 sq. ft.**

Is Forced Draft fitted **No** No. and Description of Boilers **One Single Ended** Working Pressure **200 lbs.**

IS A REPORT ON MAIN BOILERS NOW FORWARDED? **Yes**

IS A DONKEY BOILER FITTED? **Yes** 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 **-** Donkey Boilers **-**
 (If not state date of approval)

Superheaters **14/2/36** General Pumping Arrangements **Yes** Oil fuel Burning Piping Arrangements **-**
 (Retained for construction of C.D. Holmes Ltd 1490)

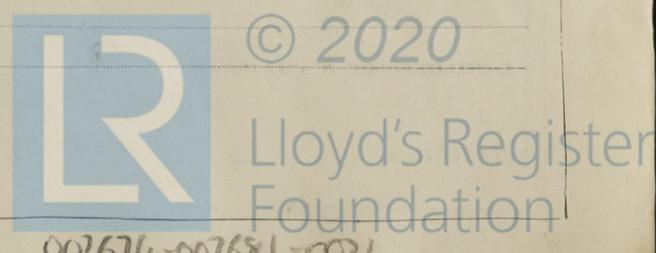
SPARE GEAR.

Has the spare gear required by the Rules been supplied **Yes**

State the principal additional spare gear supplied **Main & aux feed check valves, 1 set valves for aux feed & donkey pumps. Spare length of feed pipe & bottom w.g. pipe. Feed pump plunger. 1 main engine ecc. strap. Cent. pump impeller shaft. 2 top & bottom bolts for circ. pump engine.**

The foregoing is a correct description,
 P. PRO CHARLES D. HOLMES & CO., LTD.
Harold Sheard
 DIRECTOR.

Manufacturer.



002674-002681-0021

NOTE.—The words which do not apply should be deleted.

Dates of Survey while building
 During progress of work in shops - - 1936: - Feb. 4. 11. 18. 21. 24. Mar. 2. 4. 6. 7. 9. 11. 16. 19. 23. 25. 30.
 During erection on board vessel - - - Apr. 2. 7. 8. 14. 15. 16. 16. 20. 20. 23.
 Total No. of visits 24

Dates of Examination of principal parts—Cylinders 6/3/36 Slides 30/3/36 Covers 30/3/36
 Pistons 23/3/36 Piston Rods 23/3/36 Connecting rods 23/3/36
 Crank shaft 30/3/36 Thrust shaft 16/3/36 Intermediate shafts 23/3/36
 Tube shaft ✓ Screw shaft 7/11/2/36 + 2/3/36 Propeller 2/3/36
 Stern tube 2/3/36 Engine and boiler seatings 4/3/36 Engines holding down bolts 8/4/36
 Completion of fitting sea connections 7/3/36
 Completion of pumping arrangements 20/4/36 Boilers fixed 8/4/36 Engines tried under steam 20/4/36
 Main boiler safety valves adjusted 20/4/36 Thickness of adjusting washers F & A 3/8" Supt. 3/16"
 Crank shaft material Steel Identification Mark 1007 Thrust shaft material Steel Identification Mark 1007
 Intermediate shafts, material Steel Identification Marks 1007 Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material Steel Identification Mark 1007 Steam Pipes, material SD Steel Test pressure 600 lbs Date of Test 15/4/36
 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 Yes If so, state name of vessel "Cape Corrientes". Hull No 46366

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

The machinery of this vessel has been constructed under Special Survey in accordance with the approved plans, the materials and workmanship being sound and good. It has been satisfactorily fitted on board, tried under steam, and found good. It is eligible, in my opinion, to have record + LMC 4.36-T.S.(CL).

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

The amount of Entry Fee ... £ 3 : 0 :
 Special ... £ 26 : 5 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : : 5.5 3/5

When applied for, 24 APR 1936

When received, 5.5 3/5 6/5

A.W.B. Edwards
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 28 APR 1936

Assigned

+ Linc 4.36 CL



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