

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

24 APR 1936

Received at London Office

25 APR 36

Date of writing Report

19

When handed in at Local Office

19

Port of

No. in Survey held at  
Reg. Book.

Hull

Date, First Survey

4<sup>th</sup> February 1936

Last Survey

23<sup>rd</sup> April 1936

17135 on the

Steam Trawler "Admiral Drake"

(Number of Vents

27)

Tons

Gross

418

Net

162

Built at

Selly

By whom built

Cochrane &amp; Sons Ltd

Yard No. 1154

When built

1936

Engines made at

Hull

By whom made

C.D. Holmes &amp; 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 &amp; 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, &amp;c.—Description of Engines Triple Expansion

Revs. per minute

Dia. of Cylinders 13 1/2", 23" &amp; 37"

Length of Stroke 26"

No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals

as per Rule 7 1/2"

as fitted 7 1/2"

Crank pin dia. 7 1/2"

Crank webs

Mid. length breadth

14 1/2"

shrink

Thickness parallel to axis

4 3/8"

Intermediate Shafts, diameter

as per Rule 7.05"

as fitted 7 1/2"

Thrust shaft, diameter at collars

as per Rule 7.4"

as fitted 7 1/2"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 7.9"

as fitted 8 1/4"

Is the

tube

screw

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule 7/16"

as fitted

Thickness between bushes

as per Rule 3/8"

as fitted

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

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

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

Feed Pumps No. and size One 6" X 3 1/2" X 6" (Simples)

Pumps connected to the

Main Bilge Line

No. and size One 6" X 4 1/2" X 6" (Duplex) &amp; one 3" Ejector

How driven

Steam

Ballast Pumps, No. and size

Yes

Lubricating Oil Pumps, including Spare Pump, No. and size

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" dia.

In Pump Room

Yes

In Holds, &amp;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

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

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

What Pipes pass through the bunkers

Forward Suctions

How are they protected

Wood Casings

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

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

Yes

Is the Shaft Tunnel watertight

Yes

Is it fitted with a watertight door

Yes

worked from

MAIN BOILERS, &amp;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?

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

14/2/36

General Pumping Arrangements

Yes

Oil fuel Burning Piping Arrangements

(Retained for construction of C.D. Holmes &amp; Co. Ltd 1490)

SPARE GEAR.

Has the spare gear required by the Rules been supplied

Yes

State the principal additional spare gear supplied

Main &amp; aux feed check valves, 1 set valves for aux feed &amp;

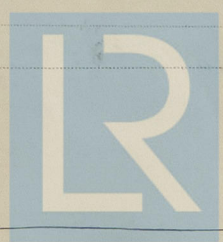
donkey pumps. Spare length of feed pipe &amp; bottom w.c. pipe. Feed pump plunger.

1 main engine ecc. strap. Cent. pump impeller shaft. 2 top &amp; bottom bolts for

circ. pump engine.

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

Manufacturer.



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Foundation

002674-002681-0021



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. 4. 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 Regt 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).

Certificate to be sent to  
 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) £ : :  
 When applied for, 24 APR 1936  
 When received, 5.5 1936

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

Committee's Minute

TUE. 28 APR 1936

Assigned

+ LMC 4.36 CL



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