

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 1.2.37 When handed in at Local Office 1 FEB 1937 Port of HULL Received at London Office -2 FEB 1937

No. in Survey held at Hull Date, First Survey 6th Nov. 1936 Last Survey 28th Jan. 1937

Reg. Book. 68915 on the Steam Trawler "REIGHTON WYKE" (Number of Visits 22) Tons { Gross 465.24 Net 192.93

Built at Selby By whom built Lochrane & Sons Ltd Yard No. 1174 When built 1937-1

Engines made at Hull By whom made B. D. Holmes & Co Ltd Engine No. 1517 When made 1937

Boilers made at Hull By whom made B. D. Holmes & Co, Ltd Boiler No. 1517 When made 1937

Registered Horse Power 120 Owners West Dock Steam Fishing Co, Ltd Port belonging to Hull

Nom. Horse Power as per Rule 120.123 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 Reciprocating Triple Expansion Revs. per minute 3

Dia. of Cylinders 13 1/2 - 24 - 39 Length of Stroke 27 No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 7.717 Crank pin dia. 8 Crank webs Mid. length breadth 13 1/2 shrunk Thickness parallel to axis 5

Intermediate Shafts, diameter as per Rule 7.35 as fitted 7 1/2 Thrust shaft, diameter at collars as per Rule 8 as fitted 8

Tube Shafts, diameter as per Rule 8.24 as fitted 8 1/2 Is the { tube } shaft fitted with a continuous liner { Yes }

Bronze Liners, thickness in way of bushes as per Rule 546 as fitted 9/16 Thickness between bushes as per Rule 4093 as fitted 3/16 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 Yes

If two liners are fitted, is the shaft lapped or protected between the liners No Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft No

Propeller, dia. 10' 4 1/2" Pitch 10' 10 1/2" No. of Blades 4 Material Cast iron whether Movable No Total Developed Surface 41 sq. feet

Feed Pumps worked from the Main Engines, No. One Diameter 3" Stroke 15" Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. One Diameter 3" Stroke 15" Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size One 6" x 3 1/2" x 6" Duplex & One 7" x 5" x 6" Duplex Pumps connected to the { No. and size One 7" x 5" x 6" Duplex & One 3" Ejector }

How driven Steam Main Bilge Line How driven Steam

Ballast Pumps, No. and size 2 at 2" diameter Lubricating Oil Pumps, including Spare Pump, No. and size 5 at 2" diameter

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 at 2" diameter In Holds, &c. 5 at 2" diameter

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 4" 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 Forward suction 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 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 Yes Is it fitted with a watertight door Yes worked from Yes

MAIN BOILERS, &c.—(Letter for record "S") Total Heating Surface of Boilers 2160 square feet

Is Forced Draft fitted No 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 Yes

PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes

(If not state date of approval)

Superheaters Yes General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

## SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied

Centrifugal pump impeller & shaft  
One set Duplex pump valves.  
One bottom water gauge pipe  
One set air pump valves.  
One auxiliary check valve lid & seat  
One main  
One safety valve spring.

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

Manufacturer.



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Lloyd's Register  
Foundation

003525-003532-0190

Dates of Survey while building  
During progress of work in shops - - 1936:- Nov 6.11.12.16.17.18. 27.30. Dec. 15.29.31.  
During erection on board vessel - - - 1937:- Jan 4.6.8.11.19.20.21.25.26.27.28.  
Total No. of visits 22

Dates of Examination of principal parts—Cylinders 8.1.37. Slides 8.1.37. Covers 8.1.37.  
Pistons 8.1.37. Piston Rods 31.12.36. Connecting rods 31.12.36.  
Crank shaft 4.1.37. Thrust shaft 6.1.37. Intermediate shafts 15.12.36.  
Tube shaft 11.11.36. Screw shaft 11.11.36. 16.11.36. Propeller 18.11.36.  
Stern tube 11.11.36. Engine and boiler seatings 27.11.36. Engines holding down bolts 19.1.37.  
Completion of fitting sea connections 27.11.36.  
Completion of pumping arrangements 26.1.37. Boilers fixed 19.1.37. Engines tried under steam 28.1.37.  
Main boiler safety valves adjusted 26.1.37. Thickness of adjusting washers  $F = \frac{5}{16}$   $A = \frac{3}{8}$   
Crank shaft material Steel Identification Mark 1051. Thrust shaft material Steel Identification Mark 1051.  
Intermediate shafts, material Steel Identification Marks 1051. Tube shaft, material Identification Mark  
Screw shaft, material Steel Identification Mark 1051. Steam Pipes, material S.D. Copper Test pressure 430 lbs/sq. Date of Test 19.1.37.  
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 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 and the materials and 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  $\nabla$  L.M.C 1, 37. CL.

The amount of Entry Fee ... £ 3 : 0 :  
Special ... £ 30 : 0 :  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :  
When applied for, 1 FEB 1937  
When received, 3.3 37 4/3

FRI 5 FEB 1937

Committee's Minute

Assigned + Lmc 1, 37 CL

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



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