

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

9 JUN 1928

HULL

Date of writing Report 7: 6: 1928 When handed in at Local Office June 7 1928 Port of Hull
 No. in Survey held at Hull Date, First Survey 16 Mar Last Survey 1 June 1928
 Reg. Book. 12773 on the Steam Trawler "ST. ROMANUS" (Number of Visits 12)
 Built at Beverley By whom built G. H. Bellman & Co Ltd Yard No. 499 Tons { Gross 327
 Engines made at Hull By whom made Charles B. Holmes & Co Ltd Engine No. 1337 Net 154
 Boilers made at Hull By whom made do Boiler No. 1337 when made 1928
 Registered Horse Power 96 Owner Mr. Hamling & Co Ltd Port belonging to Hull
 Nom. Horse Power as per Rule 96 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 13.23.37 Length of Stroke 26 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 6.9 7.26 Thickness parallel to axis 4 7/8
 as fitted 7 1/2 Crank pin dia. 4 1/2 Crank webs Mid. length thickness 4 7/8 shrunk Thickness around eye-hole 3 3/8
 Intermediate Shafts, diameter as per Rule 7 1/2 Thrust shaft, diameter at collars as fitted 7 1/2
 Tube Shafts, diameter as per Rule 7 1/2 Screw Shaft, diameter 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 3/16 Thickness between bushes as fitted 3/8 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 Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft Yes
 Length of Bearing in Stern Bush next to and supporting propeller 36"
 Propeller, dia. 9' 9" Pitch 10' 10 1/2 No. of Blades 4 Material CS. whether Moveable No Total Developed Surface 247.5 sq. feet
 Feed Pumps worked from the Main Engines, No. one Diameter 2 5/8 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 5/8 Stroke 14 3/4 Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size 6 x 3 1/2 x 6 Pumps connected to the { No. and size 6 x 4 1/2 x 6 and 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"
 In Holds, &c. 5 @ 2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 3" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 3"
 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 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 Yes Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 1698 Sq. feet.
 Is Forced Draft fitted No No. and Description of Boilers one Simple ended Working Pressure 200 lbs.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED?
 IS A DONKEY BOILER FITTED? If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers 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 Top end bolts & nuts, 2 Bottom end bolts & nuts, 2 main bearing bolts & nuts, set of coupling bolts & nuts, set of feed & bilge pump valves, main & donkey check valves & seats, safety valve spring, circulating pump impeller & shaft, feed pump ram, valves for duplex & fly wheel pumps, bolts & iron of various sizes.

The foregoing is a correct description.

FOR CHARLES B. HOLMES & CO. LTD.

J. C. Cooper

Manufacturer.



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Lloyd's Register

002305-002319-0188

1928. Mar 16. Apr 4. 18. 19. 24. 28. May 3. 14. 21. 24. 28. Jun 1.

Dates of Survey while building

During progress of work in shops ---

During erection on board vessel ---

Total No. of visits 12.

Dates of Examination of principal parts—Cylinders 4.4.28 Slides 28.4.28 Covers 4.4.28.
Pistons 28.4.28. Piston Rods 4.4.28 Connecting rods 4.4.28
Crank shaft 19.4.28. Thrust shaft 24.4.28. Intermediate shafts —
Tube shaft — Screw shaft 4.4.28. Propeller 24.4.28.
Stern tube 24.4.28. Engine and boiler seatings 24.5.27. Engines holding down bolts 24.5.27.
Completion of fitting sea connections 18.4.28.
Completion of pumping arrangements 1.6.28. Boilers fixed 24.5.28. Engines tried under steam 1.6.28
Main boiler safety valves adjusted 1.6.28 Thickness of adjusting washers $F \frac{9}{32}$ " A $\frac{9}{16}$.
Crank shaft material Steel. Identification Mark *Longs 315* Thrust shaft material Steel. Identification Mark *Longs 315*
Intermediate shafts, material — Identification Marks — Tube shaft, material — Identification Mark —
Screw shaft, material Steel. Identification Mark *Longs 315* Steam Pipes, material S.B. Copper Test pressure 400 lbs Date of Test 24.5.28
Is an installation fitted for burning oil fuel — 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 —
Is this machinery duplicate of a previous case *Yes*. If so, state name of vessel *"St. Leander"*

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 & boilers have been satisfactorily fitted on board, tried under working conditions, & the pumping arrangements found in order. The machinery is eligible in my opinion to have record in the Register Book of 1 June. 6.28. C.L.*

It is submitted that
this vessel is eligible for
THE RECORD, 1 LMC. 6.28 - C.L.

T.39 - 13, 23, 37 - 26 200 lb - (5)
ISB. 3pf. GS. 49 H.S. 1698 96 RHP
Charles D. Holmes & Co Ltd Hull.

Return Books Plan as requested

[Signature]
17/6/28.

The amount of Entry Fee ... £ 2 : 0 : 0
Special ... £ 24 : 0 : 0
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 8 June 28.
When received, 3.7.28.

[Signature]
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUES. 12 JUN 1928

Assigned

Thurs 6.28 C.L.



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Lloyd's Register
Foundation