

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

9 JUN 1928

Received at London Office

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. *12473* on the *Steam Trawler "ST. ROMANUS"* (Number of Visits *12*) Gross Tons *327*
 Built at *Beverly* By whom built *Cob, Bolton & Co Ltd* Yard No. *499* When built *1928*
 Engines made at *Hull* By whom made *Charles B. Holmes & Co Ltd* Engine No. *1337* when made *1928*
 Boilers made at *Hull* By whom made *do* Boiler No. *1337* when made *1928*
 Registered Horse Power *96* Owner *Mrs. Hamling & Co* 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 *6.9* as per Rule *7.2* Crank pin dia. *7.2* Crank webs *4.78* shrunk Thickness parallel to axis *4.78*
 Intermediate Shafts, diameter as per Rule *7.2* as fitted *7.2* Thrust shaft, diameter at collars as per Rule *7.2* as fitted *7.2*
 Tube Shafts, diameter as per Rule *7.4* as fitted *8.4* Is the tube shaft fitted with a continuous liner *Yes*
 Bronze Liners, thickness in way of bushes as per Rule *3/16* as fitted *3/16* Thickness between bushes as per Rule *3/8* 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 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 *36"*
 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 *24.75* 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* How driven *Steam* Pumps connected to the Main Bilge Line (No. and size) *6 x 4 1/2 x 6 and ejector* 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 *Yes* 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 1/2"* 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 casing*
 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 Single 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.

Do Cooper

Manufacturer.



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

Dates of Survey while building

During progress of work in shops - -

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 *Stamps 315* Thrust shaft material Steel. Identification Mark *Stamps 315*

Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓

Screw shaft, material Steel. Identification Mark *Stamps 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 No. 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 + L.M.C. 6.28. C.L.

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

T.39 - 13, 23, 37 - 26 200 lb - (5)

ISB. 3pf. G.S. 49 H.S. 1698 9/6 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

[Signature] June 6. 28 C.L.

CERTIFICATE WRITTEN



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