

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office **15 JUN 1957**

Date of writing Report 29. 4. 1953 When handed in at Local Office **15 JUN 1957** Port of **HULL**

No. in Survey held at **HULL** Date, First Survey **8. 7. 52** Last Survey **26. 5. 53**
 Reg. Book (Number of Visits **26**)

on the Steam Trawler "**ST. BARTHOLOMEW**" Tons { Gross **635**
 Net **234**

Built at **Beverley** By whom built **Cook, Welton & Gemmell, Ltd.** Yard No. **865** When built **1953**

Engines made at **Hull** By whom made **C.D. Holmes & Co. Ltd.** Engine No. **1842** When made **1953**

Boilers made at **-do-** By whom made **-do-** Boiler No. **"** When made **"**

Registered Horse Power **925** Owners **North Cape Fishing Co. Ltd.** Port belonging to **Grimsby**

M.N. **206** Is Refrigerating Machinery fitted for cargo purposes **No** Is Electric Light fitted **Yes**

Trade for which vessel is intended **Ocean going trawler.**

ENGINES, &c.—Description of Engines **Steam Reciprocating Triple Expansion.** Revs. per minute **126**

Dia. of Cylinders **14½", 24", 40"** Length of Stroke **27"** No. of Cylinders **three** No. of Cranks **three**

Crank shaft, dia. of journals **8½"** as per Rule **Approd.** Crank pin dia. **8½"** Mid. length breadth **15½"** Thickness parallel to axis **5½"**
 as fitted **8½"** Crank webs **5½"** shrunk **3.9/16"**
 as per Rule **Approd.** Mid. length thickness **5½"** as fitted **8½"**

Intermediate Shafts, diameter **7.7/8"** as per Rule **Approd.** Thrust shaft, diameter at collars **8½"** as fitted **8½"**

Tube Shafts, diameter **-** as per Rule **Approd.** Screw Shaft, diameter **8½"** as fitted **8½"** Is the **shaft** fitted with a continuous liner **Yes**

Bronze Liners, thickness in way of bushes **9/16** as per Rule **1/2"** as fitted **1/2"** 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 **Continuous**

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 **-** Is an approved Oil Gland or other appliance fitted at the after end of the tube **-**

Propeller, dia. **10.75** Pitch **8.51** Min. No. of Blades **4** Material **M. Bronze** whether Movable **No** Length of Bearing in Stern Bush next to and supporting propeller **3'-4"**

Feed Pumps worked from the Main Engines, No. **two** Diameter **2¾"** Stroke **15"** Can one be overhauled while the other is at work **Yes**

Bilge Pumps worked from the Main Engines, No. **two** Diameter **2¾"** Stroke **15"** Can one be overhauled while the other is at work **Yes**

Feed Pumps **2-2¾x15; 1-7x5x6 Duplex; 1-1½" injector** Pumps connected to the **No. and size** **2-2¾x15; 7x5x6 Duplex; One - 3" ejector**
 How driven **M.E. Stm.** Main Bilge Line **How driven** **M.E. Steam.**

Ballast Pumps, No. and size **One 7x5x6 Duplex G.S.** Lubricating Oil Pumps, including Spare Pump, No. and size **-**

Are two independent means arranged for circulating water through the Oil Cooler **-** Suctions, connected both to Main Bilge Pumps and Auxiliary Bilge Pumps:—In Engine and Boiler Room **Two - 2" in E.R.; and Two - 2" in boiler room.**

In Pump Room **-** In Holds, &c. **One - 2" to each fore, store, slushwell, dry tank and aft. cofferdam.**

Main Water Circulating Pump Direct Bilge Suctions, No. and size **One - 5"** Independent Power Pump Direct Suctions to the Engine and/or Boiler 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 **valves and cocks.**

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 **None** How are they protected **-**

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 **2480 sq.ft.**

Boilers ~~are~~ fitted with Forced Draft **Yes** Boilers ~~are~~ fitted with Superheaters **Yes**

No. and Description of Boilers **One S.E. Multitubular.** Working Pressure **220 lb sq.in.**

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

IS A DONKEY BOILER FITTED? **No** If so, is a report now forwarded? **-**

Can the donkey boiler be used for other than domestic purposes **-**

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.

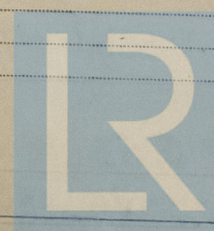
Has the spare gear required by the Rules been supplied **Yes.**

State the principal additional spare gear supplied **-**

Max. I.H.P. **925 @ 126 Rev. per min.**
 Service I.H.P. **850 @ 120 Rev. per min.**

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

Manufacturer.



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Lloyd's Register
 Foundation

003867-003874-0044

Dates of Survey while building
During progress of work in shops - - 1952 July 8, 18, Aug 12, 19, 20, Sept 24, 30, Oct 9, 17, 21, 28, Dec 5.
During erection on board vessel - - 1953 Jan 7, 14, 16, Feb 26, 13, Mar 25, 25, 26, Apr 9, May 14, 15, 16, 25.
Total No. of visits 26.

Dates of Examination of principal parts - Cylinders H.P. & L.P. 21.10.52. Slides 21.10.52. Covers 21.10.52. & 30.9.52.
M.P. 30.9.52.
Pistons Piston Rods 28.10.52. Connecting rods 9.10.52.
Crank shaft 5.12.52. Thrust shaft 19.8.52. Intermediate shafts 9.10.52.
Tube shaft - Screw shaft 19.8.52. Propeller
Stern tube 20.11.52. Engine and boiler seatings 20.11.52. Engines holding down bolts 25.3.53.
Completion of fitting sea connections 20.11.52.
Completion of pumping arrangements 14.5.53. Boilers fixed 25.3.53. Engines tried under steam 16.5.53.
Main boiler safety valves adjusted 15.5.53. Thickness of adjusting washers 3511 KF 22.8.52.
Crank shaft material O.H. Steel. Identification Mark 1842 CSN 5.12.52. Thrust shaft material O.H. Stl. Identification Mark CSN 28.10.52.
Intermediate shafts, material -do- Identification Mark 3512 KF 22.8.52. Tube shaft, material - Identification Mark -
Screw shaft, material -do- Identification Mark 3263 KF 11.6.52. Pipes, material M.S. Test pressure 700 Date of Test
Is an installation fitted for burning oil fuel Yes Is the flash point of the oil to be used over 150° F. Yes
Have the requirements of the Rules for the use of oil as fuel been complied with Yes
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. YES If so, state name of vessel Van Eyke, Van Oost & Van Orley.

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 Secretary's letters, approved plans and the Rules.

Materials and workmanship are good.

On completion the Main and Auxiliary Machinery were examined and tried under working conditions and found in order.

The Machinery is eligible in my opinion to have the Notation LMC 5,53

TSCL 3 cyl. 14½", x 24" x 40" 27" stroke.

220 lbs. One S.E. (Spt) 3 cu.ft. H.S. 3580 sq.ft.

Fitted for oil fuel 5,53 F.P. above 150° F.

CRANKSHAFT marks. Coupling & L.P. journal 3509 KF 22.8.52.

H.P. & L.P. Journals 3510 KF 22.8.52.

Pins 4610 KF 19.9.52.

Construction Eng. 27 : 0 :
The amount of Entry Fee £27 : 4 :
-do- Blr. 40 : 4 :
Special Installation 40 : 0 :
Donkey Boiler Fee £ : :
Travelling Expenses (if any) £ : :
When applied for, 17 JUN 1953
When received, 19

Engine Surveyor to Lloyd's Register of Shipping.

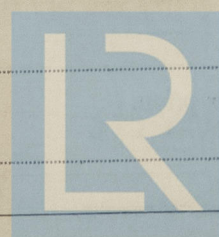
Date TUESDAY 7 JUL 1953

Committee's Minute + LMC 5,53

Fitted for oil fuel 5,53 FLASH POINT ABOVE 150° F

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