

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office **26 SEP 1952**

Date of writing Report 19 2 SEP 52 19 Port of Hull

No. in Survey held at Hull Date, First Survey 22.11.51 Last Survey 25.8.1951
 Reg. Book (Number of Visits 38)

on the S.S. Steam Trawler "St Celestin" Tons, Gross 790 Net 287

built at Beverley By whom built Cook, Welton & Gemmel Ltd Yard No. 864 When built 1952

Engines made at Hull By whom made Charles D. Holmes & Co Ltd Engine No. 1832 When made 1952

Boilers made at Hull By whom made " " " " Boiler No. 1832 When made 1952

Registered Horse Power 238 MN Owners J. Hamling & Co Ltd Port belonging to Hull

Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes

Trade for which vessel is intended Ocean going trawler

ENGINES, &c.—Description of Engines Triple expansion steam reciprocating Revs. per minute 132

No. of Cylinders 16 3/4", 28 1/2", 47" Length of Stroke 30" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule approved Crank pin dia. 9 5/8" Crank webs Mid. length breadth 14 3/4" Thickness parallel to axis 6 1/2"
 as fitted 9 5/8" Mid. length thickness 6 1/8" shrunk Thickness around eye-hole 4 3/8"

Intermediate Shafts, diameter as per Rule approved Thrust shaft, diameter at collars as per Rule approved
 as fitted 9 1/8" as fitted 9 3/8"

Propeller Shafts, diameter as per Rule approved Is the tube shaft fitted with a continuous liner Yes
 as fitted 10 1/8" as per Rule approved

Bronze Liners, thickness in way of bushes as per Rule approved Thickness between bushes as per Rule approved Is the after end of the liner made watertight in the
 as fitted 1/16" as fitted 1/2"

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. —

Does 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. —

Are two liners 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
No If so, state type — Length of Bearing in Stern Bush next to and supporting propeller 46"

Propeller, dia. 11-5 ft Pitch 11-7/9-13' No. of Blades 4 Material Bronze whether Moveable fixed Total Developed Surface 45.8 sq. feet

Working Pumps worked from the Main Engines, No. — Diameter — Stroke — Can one be overhauled while the other is at work —

Engine Pumps worked from the Main Engines, No. 2 Diameter 3 1/4" Stroke 16" Can one be overhauled while the other is at work Yes

Feed Pumps No. and size 2-6" x 8 1/2" x 18", 1 1/2" injector Pumps connected to the Main Bilge Line No. and size 2-3 1/4" x 16", 1-7" x 5" x 6" 1-3" ejector
 How driven steam steam How driven M.E. Steam duplex steam

Waste Pumps, No. and size 1-7" x 5" x 6" Steam duplex 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 1-3" to ejector 2-2" in each E.R. & B.R. & flexible hose connection in E.R.
 Pump Room — In Holds, &c. 1-2" in each: fore hold, fore & aft slushwells

Water Circulating Pump Direct Bilge Suctions, No. and size 1-5 1/2" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges,
 No. and size 1-3" bilge 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 or to welded boxes 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 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

Do all Pipes pass through the bunkers. — How are they protected —

Do all pipes pass through the deep tanks. — Have they been tested as per Rule —

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 Part of ER Is it fitted with a watertight door — worked from —

IN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 3125 + 1250 = 4375

Which Boilers are fitted with Forced Draft sole Which Boilers are fitted with Superheaters sole

No. and Description of Boilers One single ended cylindrical Working Pressure 225 lbs per 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 7/12/51 Main Boilers 4/8/1951 Auxiliary Boilers — Donkey Boilers —
 (If not state date of approval)

Superheaters — General Pumping Arrangements 31/1/52 & 4/2/52 Oil fuel Burning Piping Arrangements 13/3/52

SPARE GEAR.

Is the spare gear required by the Rules been supplied Yes

Is the principal additional spare gear supplied No major item.

Max. designed I.H.P. 1325 @ 132 rpm

" service I.H.P. 1200 @ 120/122 rpm

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

W. N. Evans

Manufacturer.



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Lloyd's Register
 Foundation

During progress of work in shops - - - ¹⁹⁵¹ Nov. 22; Dec. 7. 19. 28. ¹⁹⁵² Jan. 4. 11. 22. 24. 25. 28. 29. Feb. 7. 7. 19. 26. 27. 28.
 Mar. 5. 7. 10. 20. 21; Apr. 9. 10, May 9; June 24; July 3. 4.
 During erection on board vessel - - - ¹⁹⁵² Apr. 16. May 12. June 18. 30. July 22. 23. 23. 25; Aug. 14. 25.
 Total No. of visits **38**

Dates of Examination of principal parts - Cylinders 4/1/52, 24/1/52 29/1/52 Slides 10/3/52 Covers 4, 24 & 29/1/52
 Pistons 10/3/52 Piston Rods 10/3/52 Connecting rods 10/3/52
 Crank shaft 28/2/52 Thrust shaft 22/1/52 Intermediate shafts 7/2/52
 Tube shaft - Screw shaft 22/1/52 Propeller 25/1/52
 Stern tube 9/5/52 Engine and boiler seatings 12/5/52 Engines holding down bolts 30/6/52
 Completion of fitting sea connections 12/5/52 Boilers fixed 30/6/52 Engines tried under steam 14/8/52
 Completion of pumping arrangements 23/7/52 Thickness of adjusting washers P 3/8" S 3/8" Spt 7/16"
 Main boiler safety valves adjusted 23/7/52 Crank shaft material **Forged steel** Identification Mark *See below* Thrust shaft material **Forged steel** Identification Mark 3456 KF 16/11/51
 Intermediate shafts, material **Forged steel** Identification Marks 3475 KF 21/11/51 7.4.M. 7/2/52. Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material **Forged steel** Identification Mark 3316 KF 11/10/51 7.4.M. 22/1/52 Steam Pipes, material **steel** Test pressure _____ 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 **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 **ST Kirkella Regt No 58335**

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.

The materials and workmanship are good.
 On completion the main and auxiliary machinery was examined under working conditions and found in order.

The machinery is eligible in my opinion to have the notation
 + LMC 8,52 C.L. 3 cyl. 16 3/4", 28 1/2", 47" - 30"
 225 lb. 1 S.B. (Spt.)
 3 c.f. H.S. 4375 sq. ft. F.D.
 Fitted for O.F. 8,52 F.P. above 150°F

Crankshaft identification mark. 3485 KF 27/11/51 3486 KF 27/11/51.
 3452, 325 KF 16/11/51 3454 KF 5/12/51 7.4.M. 28/2/52.

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	£ 131 : 0	} When applied for, 23/10/52
Special	£ :	
Donkey Boiler Fee	£ :	
Travelling Expenses (if any)	£ :	
		} When received, 19/10/52

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

Date **FRI. 17 OCT 1952**

Committee's Minute **+ LMC 8,52**
 FITTED FOR OIL FUEL **8,52** FLASH POINT ABOVE 150°F. **FD CL 1SB 225lb Spt.**

