

Rpt. 4.

No. 55512.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 19 MAR 1949 When handed in at Local Office 19 Port of HULL.

No. in Survey held at Beverley & Hull. Date, First Survey 8. 6. 48 Last Survey 4. 2. 1949
Reg. Book 95617 on the Steam Trawler "ST. LEANDER". (Number of Visits 25.) Tons { Gross 658.
Net 232.

Built at Beverley By whom built Cook, Welton & Gemmell Ltd. Yard No. 799 When built 1949

Engines made at Hull By whom made C.D. Holmes & Co., Ltd. Engine No. 1775 When made -do-

Boilers made at -do- By whom made -do- Ltd. Boiler No. 1775 When made -do-

Registered Horse Power - Owners T. Hamling & Co., Ltd. Port belonging to Hull

Non-Excess Power as per Rule M.N. 230 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

Dia. of Cylinders 15", 25" 42" Length of Stroke 27" No. of Cylinders 3 Revs. per minute 130

Crank shaft, dia. of journals as per Rule approd. Crank pin dia. 8 1/2" Mid. length breadth 16 1/8" Thickness parallel to axis 5 1/2" shrunk

as fitted 8 1/2" Crank webs Mid. length thickness 5 1/2" Thickness around eye-hole 3.13/16"

Intermediate Shafts, diameter as per Rule approd. Thrust shaft, diameter at collars as per Rule approd.

as fitted 8 1/8" as fitted 8 1/2"

Tube Shafts, diameter as per Rule - Screw Shaft, diameter as per Rule approd.

as fitted - as fitted 9" T.O.C. Is the shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule approd. 8.9/16" F.O.G. approd. 1/2" Is the after end of the liner made watertight in the propeller boss Yes

as fitted 5/8" Thickness between bushes as fitted 1/2" If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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 fit

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

at No If so, state type. 10.36 mean Length of Bearing in Stern Bush next to and supporting propeller 41 1/2"

Propeller, dia. 11' 0" Pitch 8.27 No. of Blades 4 Material M.B. whether Moveable solid Total Developed Surface 40.2 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 2 5/8" Stroke 16" Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 5/8" Stroke 16" Can one be overhauled while the other is at work Yes

Feed Pumps No. and size 2-2 5/8" x 16"; 1-7 x 5 x 6" Duplex pumps connected to the Main Bilge Line No. and size 2-2 5/8" x 16"; 1-7 x 5 x 6" Duplex, 3" bilge ejector

How driven M.E. Steam Main Bilge Line How driven M.E. Steam

Ballast Pumps, No. and size 2-7 x 5 x 6" separate pump. 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 1-2" A.E.R. 1-2" F.E.R. 1-2" in boiler room, 1-2" to oil gutter.

In Pump Room In Holds, &c. 1-2" to each of for'd store hold, for'd and aft fish rooms, for'd and aft fish slushwells, cofferdam.

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

No. and size 1-3" steam bilge ejector. Are all the Bilge Suction Pipes in holds and bilges 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-except 3"

Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Yes ejector suction

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 How are they protected

What 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

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers Blr. 2831 + Spt. 1140 = 3971 sq. ft.

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

No. and Description of Boilers one S.E. multitubular Working Pressure 225 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 16.10.47 Main Boilers 16.10.47 Auxiliary Boilers - Donkey Boilers -

(If not state date of approval)

Superheaters gen. approval General Pumping Arrangements 10.5.48 Oil fuel Burning Piping Arrangements 11.5.48

SPARE GEAR.

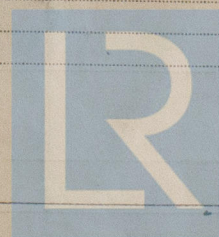
Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied No major items.

The foregoing is a correct description.

FOR CHARLES D. HOLMES & CO., LTD.

Manufacturers.



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W1069-0170

Dates of Survey while building
During progress of work in shops - - - 1948. June 8. 22. July 2. 21. Aug 19. Sept 2. 23. Oct 5. 13. 21. 27.
Nov. 1. 24. 26. Dec. 10. 24. 1949. Jan 21. 24. 25. 27.
During erection on board vessel - - - 1948. Dec. 31.
1949. Jan 5. 25. Feb. 5. 7.
Total No. of visits. 25.

Dates of Examination of principal parts—Cylinders 13.10.48 21.10.48 Slides 26.11.48 Covers 26.11.48
Pistons 26.11.48 Piston Rods 26.11.48 Connecting rods 26.11.48
Crank shaft 27.10.48 Thrust shaft 8.6.48 Intermediate shafts 2.7.48
Tube shaft - Screw shaft 23.9.48 Propeller 5.10.48
Stern tube 2.9.48 Engine and boiler seatings 5.1.49 Engines holding down bolts 5.1.49
Completion of fitting sea connections 5.10.48
Completion of pumping arrangements 5.2.49 Boilers fixed 24.1.49 Engines tried under steam 7.2.49
Main boiler safety valves adjusted 5.2.49 Thickness of adjusting washers P. 5/8", S. 7/16", Spt. 5/16"
Crank shaft material S.M. Steel Identification Mark NC 27.10.48 Thrust shaft material ILOYD'S 682 Identification Mark made of S.M. Steel
Intermediate shafts, material -do- Identification Marks CP 9.3.48 Tube shaft, material -do- Identification Mark CP.1.3.48; NC 8.6.48
Screw shaft, material -do- Identification Mark ILOYD'S 815 CP 1.7.48 Steam Pipes, material Steel Test pressure 675 lb. Date of Test 24 & 25.1
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. APOLLO".

General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel has been constructed and installed 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:-

+L.M.C. 2,49 C.L. 3 cyl. 15", 25", 42" - 27".

225 lb. 1 S.B. (spt.).

3 cf. H.S. 3971 sq.ft. F.D.

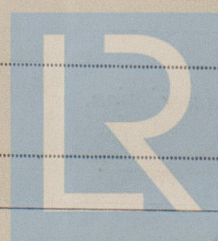
Fitted for oil fuel 2,49 F.P. above 150° F.

The amount of Entry Fee ... £ 69 : -
Special ... £ :
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) £ :
When applied for, MAR 1949
When received, 19.

Date FRI. 1 APR 1949

Committee's Minute + LMC 2.49

FITTED FOR OIL FUEL 2,49 FLASH POINT ABOVE 150°F. F.D. C.L. 15B 225 lb Spt.



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