

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 52310.

11 FEB 1944

Received at London Office.

14 FEB 1944

Date of writing Report

8-11-43

No. in Survey held at HULL

Reg. Book

When handed in at Local Office

Port of HULL

Date, First Survey

5.5.43

Last Survey

24.1.1944

(Number of Visits)

60

Tons

Gross 597

Net 0.17

When built

1944

on the STEAM TUG

SESAME

J. 2537

Built at SELBY

By whom built

Cochrane & Sons Ltd

Yard No. 1275

Engines made at HULL

By whom made

Chas. D. Holmes

Engine No. 1650

When made

Boilers made at W. HARTLEPOOL

By whom made

Central Marine Eng. Works

Boiler No. R 362

When made

Registered Horse Power

Owners

Admiralty

Port belonging to

Nom. Horse Power as per Rule

222

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which vessel is intended

Rescue tug

Engines, &c.—Description of Engines

Triple Expansion

CONTRACT

Revs. per minute 122

Dia. of Cylinders

17" 28" 46"

Length of Stroke

33"

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule 9.46"

as fitted 9.58"

Crank pin dia.

9.58"

Crank webs

Mid. length breadth

Thickness parallel to axis

6.88"

shrunk

Thickness around eye-hole

4.58"

Intermediate Shafts, diameter

as per Rule 9.01"

as fitted 9.4"

Thrust shaft, diameter at collars

as per Rule 9.46"

as fitted 9.58"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 10"

as fitted 10 1/4"

Is the tube screw shaft fitted with a continuous liner

Yes

bronze Liners, thickness in way of bushes

as per Rule

as fitted

6.01"

Thickness between bushes

as per Rule 1 1/2"

as fitted

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

One length

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. 11'-9"

Pitch 12'-0"

No. of Blades 4

Material C.I.

whether Moveable Solid

Total Developed Surface 52 sq. feet

Feed Pumps worked from the Main Engines, No. 2

Diameter 3"

Stroke 18"

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No. 2

Diameter 3"

Stroke 18"

Can one be overhauled while the other is at work

Yes

Feed Pumps No. and size One 7" x 5" x 6" Duplex

Pumps connected to the Main Bilge Line

No. and size One 7" x 7" x 8"

How driven Independent Pump

Ballast Pumps, No. and size One 7" x 7" x 8"

Lubricating Oil Pumps, including Spare Pump, No. and size None

Suctions, connected to both Main Bilge Pumps and Auxiliary

Are two independent means arranged for circulating water through the Oil Cooler

None

Bilge Pumps:—In Engine and Boiler Room 2 @ 2 1/2" & 3" Steam Ejector & 4 @ 1 1/2" suction in gutterways

In Pump Room Cofferdam One @ 2"

In Holds, &c. One in each of the following at 2" dia:—

Fore peak, Water ballast port and star

Apr. Peak

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 6"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size 3" Steam 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

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

What Pipes pass through the bunkers

None

How are they protected

None

What pipes pass through the deep tanks

None

Have they been tested as per Rule

None

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

None

Is it fitted with a watertight door

None

MAIN BOILERS, &c.—(Letter for record)

Total Heating Surface of Boilers

3550 sq. ft.

Which Boilers are fitted with Forced Draft

All

Which Boilers are fitted with Superheaters

None

No. and Description of Boilers One S.B.

Working Pressure 210 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 domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting 10-1-40 Main Boilers 20-10-39 Auxiliary Boilers None Donkey Boilers None

(If not state date of approval)

Superheaters None General Pumping Arrangements 13-5-40 Oil fuel Burning Piping Arrangements 26-4-40

SPARE GEAR.

Is the spare gear required by the Rules been supplied

Yes

State the principal additional spare gear supplied

Two 1 1/2" and 1 1/4" nuts

Two 1 1/2" and 1 1/4" bolts

Two Main Bearings do

One Set Coupling bolts

Two Safety Valve Springs

25 Condenser tubes

50 do ferrules

One Set Feed & Bilge pump Valves

One Set Air pump Valve

One Set Lockwood & Colville rings and

Springer Pistons & Piston Valves

12 Boiler tubes plain

4 do stay

One Piston Rod

One Valve Rod

One Main & One Donkey Check Valves

OIL FUEL SPARE GEAR

2 Thermometers

6 Burner bodies

6 do Caps

36 do nozzles

36 do diaphragms

6 Fire brick baffles

12 Gauge glasses

The foregoing is a correct description.

FOR CHARLES D. HOLMES & CO., LTD.

Manufacturer.

W.R. Evans



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Lloyd's Register Foundation

W345-0080



SESAME

2537.

Dates of Survey while building  
During progress of work in shops - - -  
1943 May 5. 19. 26. June 19. 21. July 2. 8. Aug 6. 7. 21. 27. Sept 3. 7. 10. 14. 20. 24. 29. 30.  
Oct. 1. 4. 7. 9. 11. 16. 19. 20. 25. 27. Nov. 2. 6. 12. 16. 19. Dec. 7. 13. 17. Jan 13. 15.  
1944 Jan 5. 8. 19. 21. 22. 24. 25. 27.  
Total No. of visits 60.

Dates of Examination of principal parts - Cylinders 11/10/43. 4/10/43. 20/9/43. Slides 12-11-43. Covers 11/10/43. 4/10/43. 20/9/43.  
Pistons 2-11-43. Piston Rods 2-11-43. Connecting rods 2-11-43.  
Crank shaft 20-10-43. Thrust shaft 27-9-43. Intermediate shafts 27/10/43.  
Tube shaft NONE. Screw shaft 7-9-43. Propeller 20/9/43.  
Stern tube 15/9/43. Engine and boiler seatings 20/11/43. Engines holding down bolts 9/12/43.  
Completion of fitting sea connections 20/4/43.  
Completion of pumping arrangements 30/12/43. Boilers fixed 9/12/43. Engines tried under steam 30/12/43.  
Main boiler safety valves adjusted 30/12/43. Thickness of adjusting washers F & A 3/8".  
Crank shaft material F. 1. Steel Identification Mark 1146 CP. 17-6-43. Jamals 1466 CP. 16-9-43. Thrust shaft material F. 1. Steel Identification Mark 1144 CP. 3-9-43.  
Intermediate shafts, material F. 1. Steel Identification Marks 1145 CP. 7-9-43. Tube shaft, material NONE Identification Mark ✓  
Screw shaft, material F. 1. Steel Identification Mark 1143 CP. 18-6-43. Steam Pipes, material Steel Test pressure 630 lb. Date of Test 13-12-43.  
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 FRISKY. Hul. Rpt. 51413.

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

The Machinery of this Vessel has been constructed in accordance with the approved plan, the Rules and the Specification, of tested Material made by firms accredited by the Society.

The Workmanship and Material are good

The Machinery & Auxiliaries have been fitted on board and, when tried under steam at a near full power as practicable in the basin were found satisfactory in every respect.

Vessel's machinery, in our opinion, when classed to have records of LMC 1.44 and G.L. and notation of T 3 Cy 17", 28", 46" - 33"

222 NHP ONE SB. 210 lb 3 cf. HS 3550 cf F.D.

Fitted for oil fuel 1.44. F.P. above 150°F.

Part for changes at last Antwerp - Report No 18469.

The amount of Entry Fee ... £ : :  
Special class (P.M.) 35 - 16  
SPEC 59 - 10  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :  
When applied for, FEB 1944  
When received, 19

ADMIRALTY

A/c rendered from London 3.3.44

W. S. Shields, Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

+ LMC 1.44

FD CL

TUES. 22 FEB 1944



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