

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 19 When handed in at Local Office 28 JAN 1937 Port of HULL  
 No. in Survey held at Hull Date, First Survey 27/10/36 Last Survey 22/11/37  
 Reg. Book. 69055 on the Steam Trawler "ST NIDAN" (Number of Visits 23.) Gross 364.50  
 Built at Beverley By whom built Cook, Welton & Gemmel Ltd Yard No. 620 Tons Net 209.75  
 Engines made at Hull By whom made S.D. Holmes & Co. Ltd Engine No. 1514 When built 1937-1  
 Boilers made at Hull By whom made S.D. Holmes & Co. Ltd Boiler No. 1514 When made 1937  
 Registered Horse Power Owners Thomas Hamling & Co. Ltd Port belonging to Hull  
 Nom. Horse Power as per Rule 157. 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 Reciprocating Triple Expansion. Revs. per minute  
 Dia. of Cylinders 15"-25"-42" Length of Stroke 27" No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 8.31" Crank pin dia. 8 1/2" Crank webs Mid. length breadth 16 1/2" Thickness parallel to axis 5 1/2"  
 as fitted 8.50" Mid. length thickness 5 1/2" Thickness around eye-hole 3 3/8"  
 Intermediate Shafts, diameter as per Rule 7.91" Thrust shaft, diameter at collars as per Rule 8.31"  
 as fitted 8 1/2" as fitted 8.50"  
 Tube Shafts, diameter as per Rule 8.96" Is the tube shaft fitted with a continuous liner? Yes  
 as fitted 9" as fitted 9"  
 Screw Shaft, diameter as per Rule 9 1/2" Is the screw shaft fitted with a continuous liner? Yes  
 as fitted 9 1/2" as fitted 9 1/2"  
 Bronze Liners, thickness in way of bushes as per Rule 1 1/2" Thickness between bushes as per Rule 1 1/2" Is the after end of the liner made watertight in the  
 as fitted 1 1/2" as fitted 1 1/2" propeller boss  
 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  
 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  
 shaft No If so, state type Length of Bearing in Stern Bush next to and supporting propeller 42"  
 Propeller, dia. 10'9" Pitch 11'3" No. of Blades 4 Material M. Bronze whether Moveable No Total Developed Surface 42 sq. feet  
 Feed Pumps worked from the Main Engines, No. 2 Diameter 2 3/4" Stroke 16" Can one be overhauled while the other is at work Yes  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 3/4" Stroke 16" Can one be overhauled while the other is at work Yes  
 Feed Pumps { No. and size Two Duplex 7"x5"x6" Pumps connected to the { No. and size Two Duplex 7"x5"x6" and Ejector 3" diameter  
 { How driven Steam Main Bilge Line { 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 Suctions, connected to both Main Bilge Pumps and Auxiliary  
 Bilge Pumps;—In Engine and Boiler Room 2 at 2" diameter In Holds, &c. 5 at 2" diameter  
 In Pump Room

Main Water Circulating Pump Direct Bilge Suctions, No. and size One at 4 3/4" dia. Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size One at 3" diameter 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 tap 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 suction How are they protected Wood casings  
 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 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 2402 square feet  
 Is Forced Draft fitted Yes No. and Description of Boilers One single ended return Tube Working Pressure 220 Lbs/sq  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes  
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded?  
 Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Yes 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

Centrifugal pump impeller and shaft.  
 One valve & seat for main and auxiliary check valves.  
 One set of air pump valves  
 One auxiliary feed pump plunger  
 One set of Duplex pump valves.

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

Manufacturer.

W450-0077



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Lloyd's Register  
Foundation



During progress of work in shops -- 1936:- Oct 27. Nov 2. 11. 12. 18. 26. 30.  
 Dec. 10. 16. 18. 22. 24. 29. 30. 31.  
 During erection on board vessel -- 1937:- Jan 4. 7. 8. 9. 14. 18. 22.  
 Total No. of visits 23.

Dates of Examination of principal parts—Cylinders 11. 11. 36. Slides 16. 12. 36. Covers 16. 12. 36.  
 Pistons 16. 12. 36. Piston Rods 16. 12. 36. Connecting rods 16. 12. 36.  
 Crank shaft 16. 12. 36. Thrust shaft 30. 11. 36. Intermediate shafts 11. 11. 36.  
 Tube shaft " Screw shaft 27. 10. 36 2. 11. 36. Propeller 2. 11. 36.  
 Stern tube 2. 11. 36. Engine and boiler seatings 26. 11. 36. Engines holding down bolts 4. 1. 37.  
 Completion of fitting sea connections 26. 11. 36.  
 Completion of pumping arrangements 14. 1. 37. Boilers fixed 4. 1. 37. Engines tried under steam 18. 1. 37.  
 Main boiler safety valves adjusted 14. 1. 37. Thickness of adjusting washers  $F = \frac{5}{16}$ "  $A = \frac{1}{32}$ " SUPERHEATED =  $\frac{13}{32}$ "  
 Crank shaft material Steel Identification Mark 1043. Thrust shaft material Steel Identification Mark 1043.  
 Intermediate shafts, material Steel Identification Marks 1043. Tube shaft, material " Identification Mark "  
 Screw shaft, material Steel Identification Mark 1043. Steam Pipes, material S. S. Steel. Test pressure 660 lbs/sq. Date of Test 8. 1. 37.  
 Is an installation fitted for burning oil fuel No. 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 "  
 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 No. If so, state name of vessel "St Nectan".

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been built under Special Survey, and the materials & workmanship are sound & good.  
 It has been satisfactorily fitted on board, tried under steam, and found good.  
 It is eligible in my opinion to have record of  $\nabla$  L.M.C. 1, 37. C.L.

The amount of Entry Fee ... £ 3 : 0 :  
 Special ... £ 39 : 5 :  
 Donkey Boiler Fee ... £ : :  
 Travelling Expenses (if any) £ : :  
 When applied for, 28 JAN 1937  
 When received, 5-2 1937 8/2

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

Committee's Minute TUE 2 FEB 1937  
 Assigned + L.M.C. 1-37 J.D. C.L.  
 S.H.

