

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

27 FEB 1946

Received at London Office 28 FEB 1946

Date of writing Report 19... When handed in at Local Office 19... Port of Hull.

No. in Survey held at Beverly Date, First Survey 6. 4. 45 Last Survey 11. 2. 19. 46
 Reg. Book (Number of Visits 49)

on the "ST. BOTOLPH." Tons { Gross 361
 Net 139

Built at Beverly By whom built Boak, Welton & Gemmell Ltd Yard No. 758 When built 1946

Engines made at Hull By whom made Charles Holmes & Co. Ltd Engine No. 1715 When made 1946

Boilers made at Hull By whom made Charles Holmes & Co. Ltd Boiler No. 1715 When made 1946

Registered Horse Power... Owners St. Andrews Ste. Fishing Co. Ltd Port belonging to Hull

N.H. Nom. Horse Power as per Rule 94 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which vessel is intended Steam Trawler - Ocean going service

Engines, &c.—Description of Engines Triple Expansion steam reciprocating Revs. per minute 120

Dia. of Cylinders 12 1/2, 21 1/2, 35 Length of Stroke 26 No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule approx. Crank pin dia. 7 3/8 Mid. length breadth 14 Thickness parallel to axis 4 7/8
 as fitted 7 3/8 Crank webs as per Rule approx. Mid. length thickness 4 7/8 shrunk Thickness around eye-hole 35/16

Intermediate Shafts, diameter as per Rule approx. Thrust shaft, diameter at collars as per Rule approx.
 as fitted 7 1/8 as fitted 7 3/8

Tube Shafts, diameter as per Rule approx. Screw Shaft, diameter as per Rule approx. Is the { tube } shaft fitted with a continuous liner { Yes
 as fitted as fitted 7 7/8 top of cone { screw }

Bronze Liners, thickness in way of bushes as per Rule approx. Thickness between bushes as per Rule approx. Is the after end of the liner made watertight in the
 as fitted 9/16 as fitted 15/32 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 Yes

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 Yes

If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube
 at Yes If so, state type Yes Length of Bearing in Stern Bush next to and supporting propeller 2' - 11 1/2'

Propeller, dia. 9' - 8" Pitch 10' - 4 1/2" No. of Blades 4 Material C.I. whether Moveable No Total Developed Surface 36 sq. feet

Feed Pumps worked from the Main Engines, No. One Diameter 2 3/4" Stroke 14 1/2" Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. One Diameter 2 3/4" Stroke 14 1/2" Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size One 2 3/4" x 14 1/2" } ONE 6" x 4 1/4" x 6" } Pumps connected to the { No. and size One 2 3/4" x 14 1/2" } ONE 6" x 4 1/4" x 6" } ONE 2 1/2"
 How driven M.E. } Ind. Stm. Main Bilge Line { How driven M.E. } Ind. Stm. } Bilge ejector
None } None } (Stm.)

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

Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps:—In Engine and Boiler Room E.R. one 2' B.R. one 2'

In Pump Room None In Holds, &c. 1' - 2' in each of the following spaces:— fore'd
store room, main fish room, spare fish room, forward slushwell, aft slushwell

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 3 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size One 2 1/2" 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 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 bilge suction How are they protected heavy wood & steel plates

What pipes pass through the deep tanks None 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 Part of E.R. Is it fitted with a watertight door Yes worked from Yes

MAIN BOILERS, &c.—(Letter for record 3) Total Heating Surface of Boilers 1710 sq'

Which Boilers are fitted with Forced Draft None Which Boilers are fitted with Superheaters None

No. and Description of Boilers One S.B. Working Pressure 210 lbs/sq"

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

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

Can the donkey boiler be used for domestic purposes only Yes

PLANS. Are approved plans forwarded herewith for Shafting 2.3.45 Main Boilers 24.4.45 Auxiliary Boilers Yes Donkey Boilers Yes
 (If not state date of approval)

Superheaters Yes General Pumping Arrangements 17.4.45 Oil fuel Burning Piping Arrangements Yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied Please see attached list

The foregoing is a correct description.

FOR CHARLES D. HOLMES & CO., LTD.

Manufacturer.



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Lloyd's Register
Foundation

005769-005777-0095

"ST. BOTOLPH"

During progress of work in shops - - 1945 JUL 6, 16, 27. AUG 14, 21, 29 SEP 11, 13, 15, 17, 28 OCT 1, 3, 11, 12, 15, 16, 18, 22, 24, 25, 31 NOV 5, 7, 14, 1946 JAN 2, 4, 8.

Dates of Survey while building During erection on board vessel - - 1945 NOV 13 DEC 2 1946 JAN 1, 9, 10, 15, 17, 18, 19, 20, 24. Feb. 11.

Total No. of visits 49.

Dates of Examination of principal parts—Cylinders 22.10.45 Slides 25.10.45 Covers 14.11.45

Pistons 31.10.45 Piston Rods 31.10.45 Connecting rods 31.10.45

Crank shaft 22.10.45 Thrust shaft 13.9.45 Intermediate shafts 11.10.45

Tube shaft ✓ Screw shaft 28.9.45 1.10.45 Propeller 13.11.45

Stern tube 12.11.45 Engine and boiler seatings 2.12.45 Engines holding down bolts 15.1.46

Completion of fitting sea connections 13.11.45

Completion of pumping arrangements 19.1.46 Boilers fixed 10.1.46 Engines tried under steam 19.1.46

Main boiler safety valves adjusted 19.1.46 Thickness of adjusting washers P 5/16 S 9/32

Crank shaft material F.I. STL Identification Mark W.S.S. 22.10.45 Thrust shaft material F.I. STL Identification Mark GAL. 13.9.45

Intermediate shaft material D° Identification Marks L.R. 5466, C.P. 27.6.45 Tube shaft material NONE Identification Mark —

Screw shaft material D° Identification Mark W.S.S. 1.12.45 Steam Pipes, material Copper Test pressure 420 lb Date of Test 17.1.46

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 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 ABY

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

This vessel's machinery has been built & installed under Special Survey in accordance with the Society's Rules & Regulations and with the Secretary's letter. The workmanship and materials are good. The machinery has been tried under working conditions with satisfactory results. Eligible in my opinion to be recorded in the Register Book.

* LMC 1,46. C.L. T 3 Cy. 12 1/2", 21 1/2", 35" - 26" 210 lb 94 MN

15B. 3 cf. GS 52 φ HS 1710 φ.

The amount of Entry Fee ... £ 2 : 0 : When applied for, 19

Special + LMC ... £ 23 : 10 : When received, 19

Donkey Boiler Fee ... £ : : Travelling Expenses (if any) £ : :

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

Committee's Minute ... FRI. 8 MAR 1946

Assigned + LMC 2,46
C.L.