

RECEIVED
Rpt. 4.
JUL 1945

No. 53849

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

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

No. in Survey held at Beverly Hull Date, First Survey 29-8-45 Last Survey 16th Apr 46
Reg. Book (Number of Visits 49)

on the Steam Trawler **ST. JOHN** Tons Gross 586 Net 192

Built at Beverly By whom built Cook, Wether & Gemmell L^d. Yard No. 763 When built 1946

Engines made at Hull By whom made Ghas. D. Holmes & Co. L^d. Engine No. 1725 When made

Boilers made at Hull By whom made Do. Boiler No. 1725 When made

Registered Horse Power Owners St. Andrew's Steer Fishing Co. L^d. Port belonging to Hull

Nom. Horse Power as per Rule 206 156 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES

Trade for which vessel is intended M.A. = 206 Ocean Going Steer Trawler

ENGINES, &c.—Description of Engines Steam, Reciprocating, Triple Expansion Revs. per minute 13.0

Dia. of Cylinders 14", 24", 40" Length of Stroke 27" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule App. as fitted 8 1/4" Crank pin dia. 8 1/4" Mid. length breadth 15 3/8" Thickness parallel to axis 5 1/2" shrunk Crank webs 5 1/4" Mid. length thickness 5 1/4" Thickness around eye-hole 3 9/16"

Intermediate Shafts, diameter as per Rule App. as fitted 7 1/2" Thrust shaft, diameter at collars as per Rule App. as fitted 8 1/4"

Tube Shafts, diameter as per Rule App. as fitted Screw Shaft, diameter as per Rule App. as fitted 8 3/4" Is the tube screw shaft fitted with a continuous liner YES

Bronze Liners, thickness in way of bushes as per Rule App. as fitted 9/16" Thickness between bushes as per Rule App. as fitted 15/32" 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

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. Is an approved Oil Gland or other appliance fitted at the after end of the tube

If two liners are fitted, is the shaft lapped or protected between the liners. Length of Bearing in Stern Bush next to and supporting propeller 3' 3 5/8"

Propeller, dia. 10-9" Pitch 10-8" No. of Blades 4 Material M.B. whether Moveable No Total Developed Surface 39 sq. feet

Feed Pumps worked from the Main Engines, No. Two Diameter 2 3/4" Stroke 15" Can one be overhauled while the other is at work YES

Bilge Pumps worked from the Main Engines, No. Two Diameter 2 3/4" Stroke 15" Can one be overhauled while the other is at work YES

Feed Pumps No. and size Two 2 3/4" x 15" 7" x 5" x 6" INJECTOR Pumps connected to the Main Bilge Line No. and size Two 2 3/4" x 15" 7" x 5" x 6" 3" EJECTOR How driven M.E. IND. ST. STM. ME. IND. ST. STM.

Ballast Pumps, No. and size NONE Lubricating Oil Pumps, including Spare Pump, No. and size DELVAC MECHANICAL LUBRICATOR

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 Two 2" Two OIL COFFERDAMS IN BR (BETWEEN FRAMES 32-33 & 37-38) EACH 2" In Pump Room In Holds, &c. ONE 2" IN EACH FOLLOWING - FFT, FOR STORE ROOM, FISH ROOM, SUSHWELL, COFFERDAM AT FORE SIDE OF FT.

Main Water Circulating Pump Direct Bilge Suctions, No. and size ONE 5" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, No. and size ONE 3" 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 NONE How are they protected

What pipes pass through the deep tanks NONE 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 5) Total Heating Surface of Boilers 2480 FT² + 1,100 FT² = 3580 FT² TOTAL

Which Boilers are fitted with Forced Draft SINGLE BLR. Which Boilers are fitted with Superheaters SINGLE BLR.

No. and Description of Boilers ONE SINGLE END CYLINDRICAL MULTITUBE Working Pressure 220 lb.

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 11.9.45 Main Boilers 26.7.45 Auxiliary Boilers Donkey Boilers

(If not state date of approval)

Superheaters 12.2.46 General Pumping Arrangements 19.1.46 Oil fuel Burning Piping Arrangements 1.2.46

SPARE GEAR.

Has the spare gear required by the Rules been supplied YES

State the principal additional spare gear supplied SEE ATTACHED SHEET.

The foregoing is a correct description.
FOR CHARLES ROY & CO., LTD.
W.K. Evans Manager

Manufacturers.



St. JOHN

Dates of Survey while building
 During progress of work in shops -- 1945 AUG 29, DEC 6, 13, 15, 17, 20, 31 1946 JAN 2, 3, 11, 12, 16, 21, 28, 30, 31 Feb 5, 14, 16, 18, 19, 26
 MARCH 4, 9, 12, 13, 14, 19, 23, 28 APR 2
 During erection on board vessel --- 1946 JAN 8 FEB 9, 20 MARCH 1, 2, 7, 20, 23, 27 APR 1, 2, 3, 4, 10, 11, 12, 13, 16
 Total No. of visits 49

Dates of Examination of principal parts—Cylinders 31.1.46 Slides 16.2.46 Covers 31.1.46
 Pistons 18.2.46 Piston Rods 18.2.46 Connecting rods 18.2.46
 Crank shaft 31.1.46 Thrust shaft 16.1.26 Intermediate shafts 12.1.46
 Tube shaft ✓ Screw shaft 31.1.46 Propeller 9.2.46
 Stern tube 9.2.46 Engine and boiler seatings 23.3.46 Engines holding down bolts 1.4.46
 Completion of fitting sea connections 9.2.46
 Completion of pumping arrangements 16/4/46 Boilers fixed 27.3.46 Engines tried under steam 12/4/46 14/4/46
 Main boiler safety valves adjusted 12.4.46 Thickness of adjusting washers P 5/16 S 3/8 Superheats 1/16
 Crank shaft material F.I. STL Identification Mark B 5669, C.P., 8.8.45 Thrust shaft material F.I. STL Identification Mark B 5667, C.P., 12.9.45
 Intermediate shafts material D° Identification Marks B 5668, C.P., 12/9/45 Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material D° Identification Mark B 5666, C.P., 8/8/45 Steam Pipes, material STL Test pressure 660 lb Date of Test 3.4.46
 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 No If so, state name of vessel ✓

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, the approved plans and the Rules

The workmanship and materials are good.

Machinery tested under working conditions and found satisfactory.

Eligible to be classed in the Register Book

* LMC 4,46 CL T 3Cy 14", 24", 40" - 27" MN 206

15B 220 lb 3cf. H.S. - 3580 FT² (Spt.) F.D.

Filter for oil fuel 4,46. F.P. above 150° F.

Fee based on NHP 156

Order for special Survey 28/3/45

The amount of Entry Fee ... £	3 : 0	} When applied for,
Special + LMC ... £	39 : 0	
Doukey Boiler Fee ... £	:	} When received,
Travelling Expenses (if any) £	:	

W.S. Shields

Engineer Surveyor to Lloyd's Register of Shipping.

Date FRI. 26 JUL 1946

Committee's + LMC 4.46 Minute

FITTED FOR OIL FUEL 4.46 FLASH POINT ABOVE 100°F.

F.D. C.L. Spt.



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