

RECEIVED  
JUL 1945  
Rpt. 4.

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 Beaulieu Hull Date, First Survey 29-8-45 Last Survey 16<sup>th</sup> Apr 46  
Reg. Book on the Steam Trawler "ST. JOHN" (Number of Visits 49) Gross 586 Tons Net 192  
Built at Beaulieu By whom built Cook, Weller & Gemmell Ltd. Yard No. 763 When built 1946  
Engines made at Hull By whom made Chas. D. Holmes & Co. Ltd. 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 Stevedoring Co. Ltd. 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 Stevedoring 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. Crank pin dia. 8 1/4" Mid. length breadth 15 3/8" Thickness parallel to axis 5 1/2"  
as fitted 8 1/4" Crank webs 5 1/4" shrunk Thickness around eye-hole 3 9/16"  
Intermediate Shafts, diameter as per Rule App. Thrust shaft, diameter at collars as per Rule App.  
as fitted 7 1/8" as fitted 8 1/4"  
Tube Shafts, diameter as per Rule App. Screw Shaft, diameter as per Rule App.  
as fitted 8 3/4" Is the tube shaft fitted with a continuous liner Yes  
Bronze Liners, thickness in way of bushes as per Rule App. Thickness between bushes as per Rule App.  
as fitted 9/16" 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.  
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 If so, state type 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 No. and size Two 2 3/4" x 15" 7" x 5" x 6" 3" INJECTOR  
How driven M.E. IND. ST. STM. Main Bilge Line How driven M.E. 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—FPT, FOR STORE ROOM, FISH ROOM,  
SLUSHWELL, 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 S) Total Heating Surface of Boilers 2480 FT<sup>2</sup> + 1,100 FT<sup>2</sup> = 3580 FT<sup>2</sup> 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 D. HOLMES & CO., LTD.

W. K. Evans Manager

Manufacturer.



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Lloyd's Register  
Foundation

003985-003993-0349



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 MAR 4, 9, 12, 13, 14, 19, 23, 28 APR 2
During erection on board vessel ---	1946 JAN 8 FEB 9, 20 MAR 1, 2, 7, 20, 23, 27 AP 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	Superheaters	1/16
Crank shaft material	F.I. STL	Identification Mark	B 5669, C.P., 8.8.45	Thrust shaft material	F.I. STL
Intermediate shafts material	D°	Identification Marks	B 5668, C.P., 12/9/45	Tube shaft material	✓
Screw shaft material	D°	Identification Mark	B 5666, C.P., 8/8/45	Steam Pipes material	STL
Is an installation fitted for burning oil fuel	Yes	Is the flash point of the oil to be used over 150° F.	Yes	Test pressure	660 lb
Have the requirements of the Rules for the use of oil as fuel been complied with	Yes			Date of Test	3.4.46
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 letter, 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 FT<sup>2</sup> (Spl.) F.D.

Fitted 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	19
Donkey Boiler Fee	£ :	When received,
Travelling Expenses (if any)	£ :	10

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. Spl.



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