

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

9 SEP 1948

Received at London Office 11 SEP 1948

Date of writing Report 19 When handed in at Local Office 10 Port of HULL.

No. in Survey held at Beverley & Hull. Date, First Survey 18. 2. 48 Last Survey 19. 8. 1948
 Reg. Book. 73656 on the Steam Trawler "ST. CHAD". (Number of Visits 32.)

Built at Beverley By whom built Cook, Welton & Gemmell Ltd. Yard No. 794 Tons Gross 689. Net 249
 Engines made at Hull By whom made C. D. Holmes & Co., Ltd. Engine No. 1763 When built 1948
 Boilers made at -do- By whom made -do- Ltd. Boiler No. 1763 When made -do-
 Registered Horse Power - Owners Saint Andrew's Steam Fishing Co., Ltd. Port belonging to Hull
 Is Refrigerating Machinery fitted for cargo purposes small Is Electric Light fitted machine to reduce temp. of fish room. Yes

Trade for which Vessel is intended Ocean-going trawler.

ENGINES, &c.—Description of Engines Steam reciprocating. Triple expansion.

Dia. of Cylinders 15-25-42" Length of Stroke 27" No. of Cylinders 3 Revs. per minute 130
 Crank shaft, dia. of journals as per Rule 8 1/2" Crank pin dia. 8 1/2" Crank webs Mid. length breadth 16 1/8" No. of Cranks 3
 as fitted 8 1/2" Mid. length thickness 5 1/2" Thickness parallel to axis 5 1/2"
 Intermediate Shafts, diameter as per Rule approd. Thrust shaft, diameter at collars as per Rule approd.
 as fitted 8 1/2" as fitted 8 1/2"

Tube Shafts, diameter as per Rule approd. Screw Shaft, diameter as per Rule approd.
 as fitted 9" top of taper screw Is the shaft fitted with a continuous liner? Yes
 as fitted 8 1/2" at coupling end Thickness between bushes as per Rule approd. 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 fit
 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 41 1/2"

Propeller, dia. 11' 0" Pilot 10.27 10.36 mean. No. of Blades 4 Material M.B. whether Moveable No Total Developed Surface 40.2 sq. feet
 10.74 Feed Pumps worked from the Main Engines, No. 2 Diameter 2 5/8" Stroke 16" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 5/8" Stroke 16" Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size 2-2 5/8" x 16", 1-7x5x6 Duplex Injector Pumps connected to the { No. and size 2-2 5/8" x 16" 1-7x5x6 Duplex 3" bilge
 { How driven M.E. Steam Main Bilge Line { How driven M.E. Steam Steam ejector.
 Ballast Pumps, No. and size as above Lubricating Oil Pumps, including Spare Pump, No. and size - steam

Are two independent means arranged for circulating water through the Oil Cooler -
 Bilge Pumps;—In Engine and Boiler Room 2" /aft cofferdam, 2" B.R. bilge, 2" F.E.R., 2" A.E.R.,
 In Pump Room - In Holds, &c. 2" each to ford hold, fishroom, slushwell & forward cofferdam.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 5" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 1 - 3" F.E.R. steam 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 Yes (except steam ejector driven suction).
 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
 That Pipes pass through the bunkers - How are they protected -
 That pipes pass through the deep tanks - 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 ERs it fitted with a watertight door - worked from -

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2831 sq.ft. + 1140 sq.ft. = 3971 sq.ft.
 Which Boilers are fitted with Forced Draft Sole Boiler Which Boilers are fitted with Superheaters Sole Boiler
 and Description of Boilers 1 - S.E. multitubular Working Pressure 225 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? -

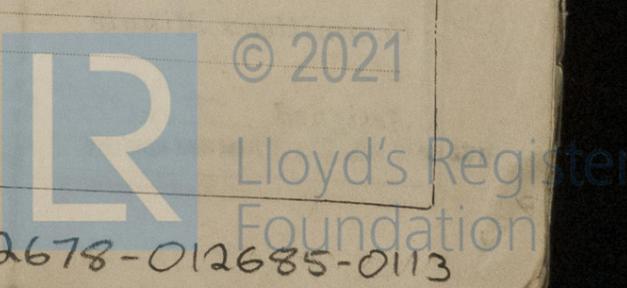
PLANS. Are approved plans forwarded herewith for Shafting 8.1.48. Main Boilers 16.10.47 Auxiliary Boilers - Donkey Boilers -
 (If not state date of approval) General Pumping Arrangements 12.9.48. Oil fuel Burning Piping Arrangements 25.2.48.

SPARE GEAR.
 Are the spare gear required by the Rules been supplied Yes
 Are the principal additional spare gear supplied No major items.

The foregoing is a correct description.

W. K. Evans

Manufacturer. *cc*



1948. Feb. 18. Mar. 2. 9. 30, Apr. 23. 24. 24, May 4. 5. 6. 7. 10. 19. 21. 25, June 3. 4. 15, 24. 29
 During progress of work in shops - -
 July 16, 22. Aug 6, 10, 12. 13.
 1948. June 29. July 1, 8, Aug 11, 17, 19.
 During erection on board vessel - - -
 Total No. of visits 32.

Dates of Examination of principal parts—Cylinders 6.5.48, 5.5.48, 10.5.48, Slides 25.5.48. Covers 25.5.48.
 Pistons 25.5.48. Piston Rods 25.5.48. Connecting rods 15.6.48.
 Crank shaft 21.5.48. Thrust shaft 9.3.48. Intermediate shafts 24.6.48.
 Tube shaft - Screw shaft 30.3.48. Propeller 24.4.48.
 Stern tube 21.4.48. Engine and boiler seatings 29.6.48. Engines holding down bolts 8.7.48.
 Completion of fitting sea connections 24.4.48.
 Completion of pumping arrangements 19.8.48. Boilers fixed 17.8.48. Engines tried under steam 23.8.48.
 Main boiler safety valves adjusted 19.8.48. Thickness of adjusting washers P. 3/8", S. 7/16", Spt. 1/4"
 Crank shaft material SM Steel Identification Mark LLOYD'S 421/2, 1268 DAC 21.5.48. Thrust shaft material SM ST1. Identification Mark LLOYD'S 423 CP 22.8.48. RGK 9.3.48.
 Intermediate shafts, material -do- Identification Marks LLOYD'S 420 CP 11.9.47 NS 24.6.48. Tube shaft, material - Identification Mark -
 Screw shaft, material -do- Identification Mark LLOYD'S 419 CP 22.8.47 DAC 30.3.48. Steam Pipes, material Steel Test pressure 675lb. Date of Test 12.8.48.
 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, approved plans and the Rules. The materials and workmanship are good. On completion the main and auxiliary machinery was examined under working conditions and found in order.

The machinery is eligible in my opinion to have the ~~Notation:-~~ **Notation:-**

+L.M.C. 8,48 C.L. 3 cyl. 15", 25", 42" - 27".
 225 lb/sq.in. 1 S.B. (spt.)
 3 cf. H.S. 3971 sq.ft. F.D.
 Fitted for oil fuel 8,48 F.P. above 150°F.

Certificate to be sent to
 The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £	69 ✓	-	-	When applied for
Special ... £	:	:	:	9 SEP 1948
Donkey Boiler Fee ... £	:	:	:	When received,
Travelling Expenses (if any) £	:	:	:	19

M. Chambers.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

1 OCT 1948

Assigned + LMC 8,48

FITTED FOR OIL FUEL 8,48 FLASH POINT ABOVE 150°F. F.D. C.L. 15B 225lb Spt.



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