

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 19 When handed in at Local Office **8 OCT 1949** 19 Port of **HULL**

No. in Survey held at **Beverley & Hull** Date, First Survey **12.10.48** Last Survey **25.8.1949**
 Reg. Book (Number of Visits **26**)

22619 on the **Steam Trawler "PRINCE CHARLES"** Tons (Gross **412** Net **262**)

Built at **Beverley** By whom built **Cook, Walton & Gennell, Ltd.** Yard No. **804** When built **1949**

Engines made at **Hull** By whom made **C.D. Holmes & Co., Ltd.** Engine No. **1780** When made **1949**

Boilers made at **-do-** By whom made **-do-** Boiler No. **1780** When made **1949**

Registered Horse Power **=178** Owners **Boston Deep Sea Fishing & Ice Co., Ltd.** Port belonging to **Hull**

Now Horse Power as per Rule **M.N. 230** Is Refrigerating Machinery fitted for cargo purposes 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 Revs. per minute **130**

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 **approd.** ✓ Crank pin dia. **8 1/2"** ✓ Mid. length breadth **16 1/2"** ✓ Thickness parallel to axis **5 1/2"** ✓

as fitted **8 1/2"** ✓ Crank webs Mid. length thickness **5 1/2"** ✓ shrunk Thickness around eye-hole **3.13/16"** ✓

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 **-** ✓ Screw Shaft, diameter as per Rule **approd.** ✓

as fitted **-** ✓ as fitted **9"** ✓ **Top of taper (tube) shaft fitted with a continuous liner (screw) at coupling end.** ✓

Bronze Liners, thickness in way of bushes as per Rule **approd.** ✓ Thickness between bushes as per Rule **approd.** ✓

as fitted **5/8"** ✓ as fitted **1/2"** ✓ 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 **-**

at **No** ✓ If so, state type **8.28** } **10.35** mean Length of Bearing in Stern Bush next to and supporting propeller **41 1/2"** ✓

Propeller, dia. **11'0"** ✓ Pitch **16.63** ✓ No. of Blades **4** ✓ Material **M.B.** ✓ whether Moveable **No** ✓ Total Developed Surface **40.6** sq. feet

Feed Pumps worked from the Main Engines, No. **2** ✓ Diameter **2 1/2"** ✓ Stroke **16"** ✓ Can one be overhauled while the other is at work **Yes** ✓

Bilge Pumps worked from the Main Engines, No. **2** ✓ Diameter **2 1/2"** ✓ Stroke **16"** ✓ Can one be overhauled while the other is at work **Yes** ✓

Feed Pumps { No. and size **2-2 1/2" x 16"**, **1-7 1/2" x 6"** Duplex Injector ✓ Pumps connected to the { No. and size **2-2 1/2" x 16"**, **1-7 1/2" x 6"** Duplex. **3"** bilge ejector ✓

How driven **M.E.** ✓ **Steam** ✓ **Steam** ✓ **Main Bilge Line** ✓ How driven **M.E.** ✓ **Steam** ✓ **Steam** ✓

Ballast Pumps, No. and size **as above** ✓ Lubricating Oil Pumps, including Spare Pump, No. and size **-**

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 fore hold, fishroom, slushwell and forward cofferdam.** ✓

Main Water Circulating Pump Direct Bilge Suctions, No. and size **1 @ 5"** ✓ Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, No. and size **1 - 3" F.E.R.** ✓

Are all the Bilge Suction Pipes in holds and bilges 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, except steam ejector driven suction.** ✓

Are all Sea Connections fitted direct on the skin of the ship **Yes** ✓ Are they fitted with Valves or Cocks **Yes** ✓

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 **-** ✓ How are they protected **-** ✓

What 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** ✓ Is it fitted with a watertight door **-** ✓ worked from **-** ✓

MAIN BOILERS, &c.—(Letter for record **S** ✓) Total Heating Surface of Boilers **2831 sq. ft. + 1140 = 3971 sq. ft.** ✓

Which Boilers are fitted with Forced Draft **sole boiler** ✓ Which Boilers are fitted with Superheaters **sole boiler** ✓

No. and Description of Boilers **1 S.M. 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? **-**

Can the donkey boiler be used for other than domestic purposes **-**

PLANS. Are approved plans forwarded herewith for Shafting **8.1.48** Main Boilers **16.10.47** Auxiliary Boilers **-** Donkey Boilers **-**

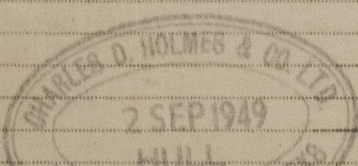
(If not state date of approval)

Superheaters **-** General Pumping Arrangements **22.9.48** Oil fuel Burning Piping Arrangements **25.2.48**

SPARE GEAR.

Has the spare gear required by the Rules been supplied **Yes** ✓

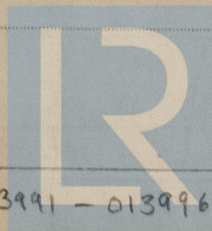
State the principal additional spare gear supplied **No major items.**



The foregoing is a correct description.

W. Selous

Manufacturer.



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Lloyd's Register
Foundation

013991 - 013996 - 0167

Dates
of Survey
while
building

During progress of
work in shops - -

During erection on
board vessel - - -

Total No. of visits

1948. Oct 12. Nov. 3. 1949. Jan 6, Apr. 12. May 14, June 9, 14, 15, 16, 21, 23. July 6, 8.
Aug 5, 10, 11, 15, 17, 22, 24. Sept 14.

1949. Aug 5, 10, 11, 22, 25,

26.

Dates of Examination of principal parts—Cylinders 9.6.49. 15.6.49. Slides 15.6.49 Covers 6.7.49
16.6.49. 21.6.49. 23.6.49.
Pistons 15.6.49 Piston Rods 15.6.49 Connecting rods 15.6.49
Crank shaft 29.6.49 Thrust shaft 12.10.48 Intermediate shafts 6.1.49
Tube shaft - Screw shaft 12.4.49 Propeller 14.5.49
Stern tube 14.5.49 Engine and boiler seatings 14.5.49 Engines holding down bolts 10.8.49
Completion of fitting sea connections 14.5.49
Completion of pumping arrangements 22.8.49 Boilers fixed 11.8.49 Engines tried under steam 25.8.49
Main boiler safety valves adjusted 22.8.49 Thickness of adjusting washers P. & S. 1/2"; Spt. 3/16"-
Crank shaft material S.M. Steel Identification Mark LLOYD'S 43, 151, 117, 7298/9/7300 LLOYD'S 42 IW 19.5
Intermediate shafts, material -do- Identification Mark NC 29.6.49 Thrust shaft material S.M. Steel Identification Mark NC 12.10.48
Screw shaft, material -do- Identification Mark LLOYD'S 78 I.W. 19.5.48
Identification Mark NC 6.1.49 Tube shaft, material - Identification Mark -
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. Yes If so, state name of vessel "ST. CHAD".

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:-

+IMC 8,49 C.L. 3 cyl. 15", 25", 42" - 27".

225 lb. 1 S.B. (spt.)

3 cf. H.S. (2971) sq.ft. F.D.

Fitted for oil fuel 8,49 F.P. above 150° F.

Certificate to be sent to

The amount of Entry Fee ... £ : : When applied for,
Special ... +L.M.C. £ 69 : - : 4 - OCT 1949
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ : : 19.

Date FRI. 4 NOV 1949

(The Committee's
Minute)

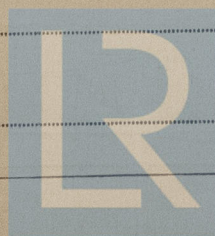
+LMC 8.49

FITTED FOR OIL FUEL 8,49 FLASH POINT ABOVE 150°F.

F.D.

C.L.

1 SB 225 lb Spt.



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N. Chambers

Engineer Surveyor to Lloyd's Register of Shipping.