

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

8 OCT 1949

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

No. in Survey held at Beverley & Hull Date, First Survey 12.10.48 Last Survey 25.8.1949
 Reg. Book 22619 on the Steam Trawler "PRINCE CHARLES" (Number of Visits 26) Tons (Gross 412 Net 362)

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 - Owners Boston Deep Sea Fishing & Ice Co., Ltd. Port belonging to Hull

178 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. Is Electric Light fitted Yes

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 8 1/2" as per Rule approx. 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 shrunk Mid. length thickness 5 1/2" Thickness around eye-hole 3.13/16"

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

Tube Shafts, diameter - as per Rule - Screw Shaft, diameter 9" as per Rule approx. top of taper shaft fitted with a continuous liner Yes

as fitted - as fitted 8 1/2" at coupling end. Yes

Bronze Liners, thickness in way of bushes 5/8" as per Rule approx. Thickness between bushes 1/2" 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 Yes

at No If so, state type 8.28 } 10.35 mean Length of Bearing in Stern Bush next to and supporting propeller 4 1/2"

Propeller, dia. 11'0" Pitch 10.63 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", 1-7x5x6 Duplex Injector Pumps connected to the { No. and size 2-2 1/2" x 16", 1-7x5x6 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 - Suctions, connected both to Main Bilge Pumps and Auxiliary 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 man 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 -

See 3/11/49



The foregoing is a correct description. W. Selous

Manufacturer.



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Dates of Survey while building

During progress of work in shops - - { 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.
During erection on board vessel - - - { 1949. Aug 5, 10, 11, 22, 25,
Total No. of visits 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 Thrust shaft material S.M. Stl Identification Mark LLOYD'S 42 IW 19.5
Intermediate shafts, material -do- Identification Marks LLOYD'S 78 I.W. 19.5.48 Tube shaft, material - Identification Mark -
Screw shaft, material -do- Identification Mark LLOYD'S 41 I.W. 5.5.48 Test pressure 675lb. Date of Test 11.8.49
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 Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee ... £ : : } When applied for,
Special ... +L.M.C. £ 69 : - : } 4 - OCT 1948
Donkey Boiler Fee ... £ : : } When received,
Travelling Expenses (if any) £ : : } 19.

Date FRI. 4 NOV 1948

Committee's Minute +LMC 8.49

FITTED FOR OIL FUEL 8,49 FLASH POINT ABOVE 150°F. F.D. C.L. 1 SB 225lb Spt.

M. Chambers

Engineer Surveyor to Lloyd's Register of Shipping.



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