

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 19 When handed in at Local Office 19 Port of Hull
 No. in Survey held at Selby + Hull Date, First Survey 13. 9. 45. Last Survey 1. 3. 1946
 Reg. Book on the ST. MARK (Number of Visits 53.)
 Built at Selby By whom built Cochran Sons Ltd. Yard No. 1310 When built 1946
 Engines made at Hull By whom made Chas D. Holmes Ltd. Engine No. 1712 When made
 Boilers made at Hull By whom made Chas D. Holmes Ltd. Boiler No. 1412 When made
 Registered Horse Power Owners J. Andrews & Son Fishing Co. Ltd. Port belonging to Hull
 Nom. Horse Power as per Rule 165. for per Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which vessel is intended 212. for S.P. Trawler - Ocean Going

ENGINES, &c.—Description of Engines Triple Expansion Steam Reciprocating Revs. per minute 132
 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 Appor. 8 1/2" Crank pin dia. 8 1/2" Crank webs Mid. length breadth 1-4 1/8" Thickness parallel to axis 5 1/2" as fitted 8 1/2" Mid. length thickness 5 1/2" shrunk Thickness around eye-hole 3 1/8"
 Intermediate Shafts, diameter as per Rule Appor. 8 1/2" Thrust shaft, diameter at collars as per Rule Appor. 8 1/2" as fitted 8 1/2"
 Tube Shafts, diameter as per Rule Appor. Screw Shaft, diameter as per Rule Appor. 9 1/2" Is the tube shaft fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes as per Rule Appor. 5/8" Thickness between bushes as per Rule Appor. 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 Yes
 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 Yes
 If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube at Yes
 If so, state type Yes Length of Bearing in Stern Bush next to and supporting propeller 3' 5 1/2"
 Propeller, dia. 10-8" Pitch 11-73/4 No. of Blades 4 Material Bronze whether Moveable No Total Developed Surface 42 sq. feet
 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 Two 2 5/8" x 16" ONE 7" x 5, 6 INJECTOR Pumps connected to the No. and size Two 2 5/8" x 16" ONE 7" x 5, 6 ONE 3"
 Pumps How driven ME IND ST LST Main Bilge Line How driven ME IND ST SIM INJECTOR
 Ballast Pumps, No. and size NONE Lubricating Oil Pumps, including Spare Pump, No. and size NONE
 Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected both to Main Bilge Pumps and Auxiliary
 Bilge Pumps:—In Engine and Boiler Room TWO 2" In Holds, &c. ONE 2" IN EACH - FOR STORE, MAIN FISHROOM, FOR SLUSHWELL, SPARE FISHROOM, AFT SLUSHWELL
 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 STM TO WINDLASS & WINCH ALSO FOR SUCTIONS How are they protected STM PIPES INSULATED. STEEL PLATING
 What pipes pass through the deep tanks NONE Have they been tested as per Rule Yes
 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 E.R. Is it fitted with a watertight door Yes worked from Yes

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2,555 sq. ft. Superheaters 1035 sq. ft.
 Which Boilers are fitted with Forced Draft SOLC BOILER Which Boilers are fitted with Superheaters SOLC BOILER Total = 3590 sq. ft.
 No. and Description of Boilers ONE SINGLE END CYLINDRICAL MULTITUBULAR Working Pressure 225 lb
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES
 IS A DONKEY BOILER FITTED? NONE If so, is a report now forwarded? Yes

Can the donkey boiler be used for other than domestic purposes Yes
 PLANS. Are approved plans forwarded herewith for Shafting 20.7.45 Main Boilers 3.5.45 Auxiliary Boilers Donkey Boilers
 (If not state date of approval)

Superheaters 7.2.46 General Pumping Arrangements 31.7.45 Oil fuel Burning Piping Arrangements
 13.7.45 SPARE GEAR.

Has the spare gear required by the Rules been supplied YES
 State the principal additional spare gear supplied See attached list

The foregoing is a correct description.
 J. R. Evans Manager

Manufacturer.

ST MARK

Dates of Survey while building
 During progress of work in shops - - 1945. Sept 13, 14, 17, 22, 24, Oct 1, 6, 8, 11, 12, 16, 19, 22, 23, 31. Nov. 2, 4, 19, 21, 23, 24, 26, 29, Dec. 6, 20, 22.
 1946. Jan. 1, 2, 3, 4, 11, 16, 21, 23, Feb. 11, 20.
 During erection on board vessel - - 1945. Sept 24, Oct 16, Nov. 24, Dec. 19.
 1946. Jan 22, 30, 31, Feb. 4, 11, 13, 20, 22, 25, 26, 27, 28, Mar. 1.
 Total No. of visits 53.

Dates of Examination of principal parts—Cylinders 6.12.45 Slides 22.12.45 Covers 6.12.45
 Pistons 1.1.46 Piston Rods 1.1.46 Connecting rods 1.1.46
 Crank shaft 1.1.46 Thrust shaft 8.10.45 Intermediate shafts 1.10.45
 Tube shaft — Screw shaft 21.9.45 Propeller 21.9.45
 Stern tube 16.10.45 Engine and boiler seatings 22.1.46 Engines holding down bolts 4.2.46
 Completion of fitting sea connections 16.10.45
 Completion of pumping arrangements 22/2/46 Boilers fixed 4.2.46 Engines tried under steam 22/2/46 1/3/46
 Main boiler safety valves adjusted 22/2/46 Thickness of adjusting washers 645 3/8
 Crank shaft material F.I. STL Identification Mark 615, FW, 16.7.45 Thrust shaft material F.I. STL Identification Mark 531, FW, 6.6.45
 Intermediate shafts, material D⁰ Identification Marks 15.6.45 Tube shaft, material — Identification Mark —
 Screw shaft, material D⁰ Identification Mark 4.7.45 Steam Pipes, material STL Test pressure 675 lb Date of Test 13.2.46
 Is an installation fitted for burning oil fuel No Is the flash point of the oil to be used over 150° F. ✓
 Have the requirements of the Rules for the use of oil as fuel been complied with ✓
 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. To YES, SIMILAR ✓ If so, state name of vessel Hull Kpt No 53377
 ST BARTHOLOMEW

General Remarks (State quality of workmanship, opinions as to class, &c.)

The above machinery, constructed under Special Survey in accordance with the Rules, approves plans & the Secretary's letters, has been installed in steam trawl 'ST MARK', tried under working conditions & found satisfactory on completion of all tests.

The workmanship and materials are good

Eligible in my opinion to be classed in the Register Book

LMC 3.46 CL 3CY 15', 25', 42' - 27' MN 165.
 150 225 lb 3cf GS 67.5 FT² HS 2.555 FT² F.D.

Superintendent.

The amount of Entry Fee ... £ 3 : 0 : 0 When applied for,
 Special Classification £ 41 : 5 : 0
 Donkey Boiler Fee ... £ : : : When received,
 Travelling Expenses (if any) £ : : : 10

FRI. 26 APR 1946

Date

Committee's Minute

+ LMC 3.46

F.D. C.A. Spt.

W. L. Shields

Engineer Surveyor to Lloyd's Register of Shipping.



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