

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 19 When handed in at Local Office 19 Port of Hull Received at London Office 1 APR 1946

No. of Survey held at Selly Hull Date, First Survey 18.9.45 Last Survey 11.3.1946
 Reg. Book ST. BARTHOLOMEW (Number of Visits 43) Tons Gross 579
 Net 214

Built at Selly By whom built Cochrane Sons L^d Yard No. 1309 When built 1946
 Engines made at Hull By whom made Amos Smith L^d Engine No. 773 When made 2
 Boilers made at Hull By whom made Amos Smith L^d Boiler No. 773 When made 2
 Registered Horse Power 165 for fees Owners St Andrews Steam Towing Co L^d Port belonging to Hull
 Nom. Horse Power as per Rule 165 for fees Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which vessel is intended 212. M.N. for R.R. STEAM TRAWLER - OCEAN GOING SERVICE

GINES, &c. Description of Engines Triple Expansion Reciprocating Revs. per minute 135
 No. of Cylinders 15 Length of Stroke 27 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule Crank pin dia. 8 1/2 Mid. length breadth 1-4 Thickness parallel to axis 5 1/4
 as fitted 8 1/2 Crank webs shrunk Mid. length thickness 5 1/4 Thickness around eye-hole 3 3/4
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
 as fitted 8 1/8 as fitted 8 1/2
 Main Shafts, diameter as per Rule Screw Shaft, diameter as per Rule
 as fitted 9 8 1/2 Is the tube screw shaft fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule
 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 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 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 12.03 No. of Blades 4 Material brass whether Moveable No Total Developed Surface 42 sq. feet
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 1/2 Stroke 15 Can one be overhauled while the other is at work Yes
 Large Pumps worked from the Main Engines, No. 2 Diameter 2 1/2 Stroke 15 Can one be overhauled while the other is at work Yes
 Bilge Pumps No. and size Two 2 1/2 x 15 - ONE 7 1/2 x 5, 6 Pumps connected to the Main Bilge Line No. and size Two 2 1/2 x 15 - ONE 7 1/2 x 5, 6 - ONE 3
 How driven M.E. NO. ST. How driven M.E. NO. ST. ST. EJECTOR
 Bilge 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 1/2 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 SUNCTIONS How are they protected STEEL PLATING (STM. PIPES INSUL^d)
 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 PARTUFE.R. Is it fitted with a watertight door Yes worked from Yes

IN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 2,555 SQ. FT. Superheaters = 1035 sq Total
 Which Boilers are fitted with Forced Draft SOLE BOILER Which Boilers are fitted with Superheaters SOLE BOILER = 3590 sq
 No. and Description of Boilers ONE SINGLE END CYL. 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 23.5.45 Auxiliary Boilers Yes Donkey Boilers Yes
 Superheaters 7.2.46 General Pumping Arrangements 31.7.45 Oil fuel Burning Piping Arrangements Yes
13.7.45 SPARE GEAR.
 Is the spare gear required by the Rules been supplied Yes
 Is the principal additional spare gear supplied Yes

The foregoing is a correct description.

For AMOS & SMITH LTD.

A. J. Bentley
DIRECTOR

Manufacturer.



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ST. BARTHOLOMEW

Dates of Survey while building
 During progress of work in shops -- 1945. Sept 18, 19, 24, 28. Oct 17, 25, 31, Nov. 4, 28, 29, Dec. 1, 5, 10, 17, 21.
 1946. Jan. 2, 5, 8, 9, 11, 14, 21.
 During erection on board vessel --- 1945. Sept 29, 30, Oct 16, Nov. 24, Dec. 19, 28.
 1946. Jan. 18, 23, 25, 30, Feb. 4, 11, 13, 14, 20, 21, 22, 24, 25. Mar. 11.
 Total No. of visits 43.

Dates of Examination of principal parts—Cylinders 29.11.45 Slides 17.12.45 Covers 7.12.45
 Pistons 7.12.45 Piston Rods 10.12.45 Connecting rods 10.12.45
 Crank shaft 1.12.45 Thrust shaft 18.9.45 Intermediate shafts 28.9.45
 Tube shaft ✓ Screw shaft 24.9.45 Propeller 24.9.45
 Stern tube 20.9.45 Engine and boiler seatings 19.12.45 Engines holding down bolts 30.1.46
 Completion of fitting sea connections 20.9.45
 Completion of pumping arrangements 20/2/46 Boilers fixed 30.1.46 Engines tried under steam 14/2/46 21/2/46 25/2/46
 Main boiler safety valves adjusted 25-2.46 Thickness of adjusting washers F & A 3/8"
 Crank shaft material F. I. STL ✓ JOURNALS & PINS R 704, FW, 19.9.45 ✓ Identification Mark COUR R 673 FW 3/8" Thrust shaft material F. I. STL ✓ Identification Mark 641, FW, 27
 Intermediate shaft material D° CRANK WEBS 728 B, FW, 5.10.45 ✓ Identification Marks R 625, FW, 20.7.45 Tube shaft material ✓ Identification Mark ✓
 Screw shaft material D° Identification Mark 640, FW, 27/45 ✓ Steam Pipes material STL ✓ Test pressure 675 lbs ✓ Date of Test 11.2.46
 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 No ✓ If so, state name of vessel ✓ See "St Marks" 1st of class

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

The above machinery constructed and Special Survey in accordance with the Rules, approved plans & the Secretary's letters, has been installed in steam trunk ST. BARTHOLOMEW and found 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 2, 46 CL. 3 CY 15", 25", 42" - 27" M.N. 165
 15B 225 lbs 3 CF GS 67.5 FT² HS 2,555 FT² F.O.
 SUPERHEAT.

The amount of Entry Fee ... £ 3 : 0 : 9 When applied for,
 Special CLASSIFICATION £ 41 : 5 : 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 APR 1946

Committee's Minute LMC 3, 46
 F.D. C.L. Spt.



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