

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

16 AUG 1943

Received at London Office.

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

No. in Survey held at HULL. Date, First Survey 12. 11. 42 Last Survey 28. 7. 1943
 Reg. Book on the H.M. Trawler **POLLOCK** (Number of Visits 30) Tons { Gross 391 Net 128

Built at **SEABY** By whom built **Cochrane & Sons Ltd** Yard No. 1266. When built 1943

Engines made at HULL. By whom made **Amos & Smith** Engine No. 722. When made

Boilers made at HULL. By whom made **Amos & Smith** Boiler No. 722. When made

Registered Horse Power Owners **THE ADMIRALTY** Port belonging to ✓

Nom. Horse Power as per Rule 125. Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES

Trade for which vessel is intended **Government Service**

ENGINES, &c.—Description of Engines **Triple Expansion** Crank. Revs. per minute 115.

Dia. of Cylinders 13 1/2", 24", 39". Length of Stroke 27". No. of Cylinders 3. No. of Cranks 3.

Crank shaft, dia. of journals as per Rule 7.65". Crank pin dia. 8". Crank webs Mid. length breadth — Thickness parallel to axis 5" as fitted 8". Crank webs shrunk Thickness around eye-hole 3 9/16". Mid. length thickness —

Intermediate Shafts, diameter as per Rule 7.3". Thrust shaft, diameter at collars as per Rule 7.65". as fitted 7 3/4". as fitted 8".

Tube Shafts, diameter as per Rule — Screw Shaft, diameter as per Rule 8.15". Is the { tube } shaft fitted with a continuous liner { Yes. as fitted None. as fitted 8 1/2". { screw }

Bronze Liners, thickness in way of bushes as per Rule 9/16". Thickness between bushes as per Rule — Is the after end of the liner made watertight in the propeller boss Yes. as fitted 19/32". as fitted 19/32". 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 —

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 —

Propeller, dia. 10'-3" Pitch 10'-9". No. of Blades 4. Material **CI**. Length of Bearing in Stern Bush next to and supporting propeller 2'-11 9/16". whether Moveable **Solid** Total Developed Surface 39 1/2 sq. feet

Feed Pumps worked from the Main Engines, No. One Diameter 3" Stroke 15" Can one be overhauled while the other is at work One only

Bilge Pumps worked from the Main Engines, No. One Diameter 3" Stroke 15" Can one be overhauled while the other is at work One only

Feed Pumps { No. and size One 6" x 4 1/2" x 6" Duplex. Pumps connected to the { No. and size 6" x 4 1/2" x 6" Duplex 3" Ejector? How driven Independent Sream. Main Bilge Line { How driven Independent Sream. Sream. }

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 None. Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps:—In Engine and Boiler Room 2 @ 2" Dia. and one 3" Ejector. (see below)

In Pump Room — In Holds, &c. One @ 2" Dia. in each of the following:—
Fore Ballast Space, Asoic Room, After Ballast Space, Magazine Magazine, Spirit Room.

Main Water Circulating Pump Direct Bilge Suctions, No. and size One @ 6". Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One 3" Sream 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.

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 None. How are they protected —

What pipes pass through the deep tanks None. 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 None. Is it fitted with a watertight door — worked from —

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 1873. #.

Which Boilers are fitted with Forced Draft All. Which Boilers are fitted with Superheaters None.

No. and Description of Boilers One S.B. Working Pressure 210 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 domestic purposes only —

PLANS. Are approved plans forwarded herewith for Shafting 13-8-41. Main Boilers. 13-8-41. Auxiliary Boilers. None. Donkey Boilers. None.

Superheaters None. General Pumping Arrangements 16-6-41. Oil fuel Burning Piping Arrangements None. 6.47

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes.

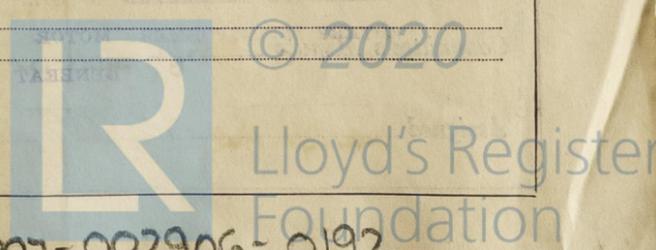
State the principal additional spare gear supplied See attached list

The foregoing is a correct description.

AMOS & SMITH LTD.

A. H. Andrew

Manufacturer.



002897-002906-0192

POLLOCK.

1942 Nov. 12. 16. 26. Dec. 2. 29. 1943 Jan. 4. 5. 8. 25. Feb. 11. 22. 27. Mar. 10. 31. Apr. 2. 7.
 During progress of work in shops - - May 19.
 Dates of Survey while building During erection on board vessel - - - 1943 MAR 10, 23. AP 15. JUN 28.
 JULY 9, 13, 15, 17, 19, 20, 21, 23, 28
 Total No. of visits 30.

Dates of Examination of principal parts - Cylinders 5/1/43. 4/1/43. 8/1/43. Slides 22/2/43. Covers 5/1/43. 4/1/43. 8/1/43.
 Pistons 27/2/43. Piston Rods 27/2/43. Connecting rods 27/2/43.
 Crank shaft 11/2/43. Thrust shaft 26/11/42. Intermediate shafts 2-12-42.
 Tube shaft - Screw shaft 23. 3. 43. Propeller 23. 3. 43.
 Stern tube 23/3/43. Engine and boiler seatings 28. 6. 43. Engines holding down bolts 13. 7. 43.

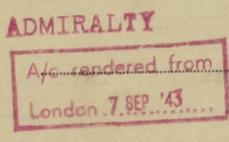
Completion of fitting sea connections 15/4/43
 Completion of pumping arrangements 17. 7. 43 Boilers fired 13. 7. 43. Engines tried under steam 17. 7. 43. 21. 7. 43
 Main boiler safety valves adjusted 17. 7. 43 Thickness of adjusting washers P & S 3/8"

Crank shaft material F.1. Steel. Identification Mark 248 9/10/42. Thrust shaft material F.1. Steel. Identification Mark 1534, N.C.J. 24/11/42.
 Intermediate shafts, material F.1. Steel. Identification Marks LLOYDS 354. F.W. 10/11/42. Tube shaft, material - Identification Mark -
 Screw shaft, material F.1. Steel. Identification Mark 6-10-42. Steam Pipes, material Steel. Test pressure 630 lb. Date of Test 13. 7. 43

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. Yes. If so, state name of vessel H.M.T. GRAYLING.

General Remarks (State quality of workmanship, opinions as to class, &c.)
 The Machinery of the Vessel has been constructed under Special Survey in accordance with approved plans, Specifications, and Admiralty requirements of good Materials and Workmanship.
 The Machinery has been fitted aboard under Special Survey and when tried under working conditions was found satisfactory in every respect.
 It is eligible, in our opinion, to have the records of L.M.E., C.L. and the notation of T. 3 cy. 13 1/2", 24", 39" - 27". 210 lb NH 125. G.S. 50.
 H.S. 1873. F.D.

The amount of Entry Fee ... £ 31
 Special Supervision of Specification ... £ 52
 Donkey Boiler Fee ... £ 31
 Travelling Expenses (if any) £ :
 When applied for, 23 AUG 1943
 When received, 19



W. J. Shields.
 J. P. ...
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 31 AUG 1943
 Assigned L.M.C. 743 J.N. CL

