

Rpt. 4.
NOV 1943

No. 52203

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

4 NOV 1943

Received at London Office

Date of writing Report 27-10-43
 No. in Survey held at HULL
 Reg. Book
 on the H.M. Trawler **ROSEVEAN**
 Built at BEVERLEY By whom built Cook Weller & Gemmell Yard No. 718
 Engines made at HULL By whom made Chas. D. Holmes & Co Engine No. 1658
 Boilers made at HULL By whom made Chas. D. Holmes & Co Boiler No. 1659
 Registered Horse Power Owners THE ADMIRALTY Port belonging to
 Nom. Horse Power as per Rule 156 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 CONTRACT Revs. per minute 150
 Dia. of Cylinders 13 1/2" 23" 38" Length of Stroke 27" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 7.5 as fitted 7 7/8 Crank pin dia. 7 7/8 Crank webs Mid. length breadth ✓ Thickness parallel to axis 4 13/16 shrunk Mid. length thickness ✓ Thickness around eye-hole 3 15/16
 Intermediate Shafts, diameter as per Rule 7.15 as fitted 7 1/4 Thrust shaft, diameter at collars as per Rule 7.5 as fitted 7 7/8
 Tube Shafts, diameter as per Rule ✓ as fitted ✓ Screw Shaft, diameter as per Rule 8.2 as fitted 8 1/4 Is the { tube } shaft fitted with a continuous liner { No }
 Bronze Liners, thickness in way of bushes as per Rule ✓ as fitted ✓ Thickness between bushes as per Rule ✓ as fitted ✓ Is the after end of the liner made watertight in the propeller boss ✓
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner. ✓
 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 at aft. yes If so, state type NEWARK Length of Bearing in Stern Bush next to and supporting propeller 36 1/2"
 Propeller, dia. 105" Pitch 9 1/4" No. of Blades 3 Material C.I. whether Moveable Solid Total Developed Surface 30 sq. feet
 Feed 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 worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 15" Can one be overhauled while the other is at work yes
 Feed Pumps { No. and size One 4" x 6" x 12" Weirs Pumps connected to the { No. and size One 6" x 5 1/2" x 15" Weirs How driven Independent Steam Main Bilge Line How driven Independent Steam also Downcomer
 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 Engine Room 2 @ 2" dia, one at 3 1/2" dia. Stakehold 2 @ 2" dia.
 In Pump Room None In Holds, &c. One @ 2" dia. in each of the following:—Fore peak Chain locker, Ardic space, Magazine, Spirit Room, Bunker, Shaft space and after peak.
 Main Water Circulating Pump Direct Bilge Suctions, No. and size One @ 5" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One @ 3 1/2" (included above) 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. at WL
 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. No
 What Pipes pass through the bunkers. Feed tank suction How are they protected Wood casing
 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. yes Is it fitted with a watertight door. to access from flat above

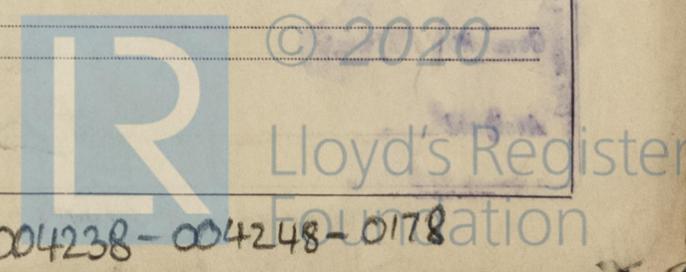
MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2650 ft.
 Which Boilers are fitted with Forced Draft All Which Boilers are fitted with Superheaters None
 No. and Description of Boilers One S.B. Working Pressure 200 lbs.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY 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 17-7-39 Main Boilers 15-2-43 17-4-39 Auxiliary Boilers None Donkey Boilers None
 Superheaters None General Pumping Arrangements 17-10-39 Oil fuel Burning Piping Arrangements None
 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.
 FOR CHARLES D. HOLMES & CO., LTD.
 W.P. Evans

Manufacturer.



004238-004248-0178

ROSEVEAN.

Rpt. 5

Dates of Survey while building
 During progress of work in shops -- 1943. Apr. 2. May 4. 14. 21. 26. 28. June 11. 18. 19. 22. 25. 29. July 2. 6. 8. 9. 12. 16. 19. Aug. 6. 11. 13. N. 19. 21. 26.
 Sept. 1. 3. 10. 11. 13. 20. 21. 24. 25. Oct 2.
 During erection on board vessel --- 1943 JULY 12, 23. SEP 9, 16, 20, 22, 28, 30. OCT 1, 4, 7, 8, 12, 13, 14, 15, 16, 20, 21.
 Total No. of visits 54.

Dates of Examination of principal parts
 Cylinders 26/8/43. 19/8/43. 17/8/43. Slides 4.9.43. Covers 26/8/43. 19/8/43. 17/8/43.
 Pistons 19/9/43. Piston Rods 3/9/43. Connecting rods 3/9/43.
 Crank shaft 1/9/43. Thrust shaft 18/6/43. Intermediate shafts 11/8/43.
 Tube shaft - Screw shaft 6/7/43. Propeller 20.9.43.
 Stern tube 12.7.43. Engine and boiler seatings 9.9.43. Engines holding down bolts 30.9.43.
 Completion of fitting sea connections 12.7.43.
 Completion of pumping arrangements 8.10.43. Boilers fixed 30.9.43. Engines tried under steam 8.10.43. 16.10.43.
 Main boiler safety valves adjusted 8.10.43. Thickness of adjusting washers P & S 13/32".
 Crank shaft material F. I. Steel. Identification Mark 385. CP. 19/5/43. Thrust shaft material F. I. Steel. Identification Mark 544. CP. 26/8/43.
 Intermediate shafts, material F. I. Steel. Identification Marks 220 CP. 19.4.43. 221. CP. 5/4/43. Tube shaft, material NONE. Identification Mark ---
 Screw shaft, material F. I. Steel. Identification Mark 543. CP. 19/5/43. Steam Pipes, material Steel. Test pressure 600 lb. Date of Test 26.7.43.
 Is an installation fitted for burning oil fuel No. Is the flash point of the oil to be used over 150° F. NONE.

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 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. "GRANILLY"

General Remarks (State quality of workmanship, opinions as to class, &c.)
 The machinery of this vessel has been constructed in accordance with the approved Admiralty plans, the specification, the Society's Rules, of tested material supplied by firms approved by the Society. The workmanship and materials are good.

The Machinery & auxiliaries have been fitted aboard and, when tried under steam at or near full power as practicable in the basin were found satisfactory in every respect.

The vessel is eligible, in our opinion, when classed, to have the records of LMC 10,43. and O.G. and the notation T 39. 13 1/2. 23. 38. - 27. 156 NHP. 200 lb. 15.3. 3 cf. G.S. 63. H.S. 2650. F. D.

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	£	39	When applied for, NOV 1943
Special	£	36	When received, 19
Donkey Boiler Fee	£		
Travelling Expenses (if any)	£		19

ADAMANTY
 London 17. 11. 43.
 J. P. Shields
 Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 16 NOV 1943

Committee's Minute
 Assigned + LMC 10, 43 7D

