

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

29 JUN 1943

30 JUN 1943

When handed in at Local Office 19 1943 Port of Stule

Survey held at Beverly & Hull Date, First Survey FEB 11 Last Survey JUNE 15 1943
 (Number of Visits 25)

on the Steel Single Screw "BLACKBIRD" Tons { Gross 442
 Net 149

Beverly By whom built Lock, Wilson & Gemmell Ld. Yard No. 709 When built 1943

made at Oldham { By whom made Buckley & Taylor Ld. Engine No. 1349 When made 1943
Hull { By whom made Chas. D. Holmes
 made at Hull { By whom made Chas. D. Holmes Boiler No. 1645 When made 1943

red Horse Power 156 Owners Admiralty Port belonging to Admiralty

orse Power as per Rule 156 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

r which vessel is intended H.M. minelaying trawler

S, &c.—Description of Engines Triple Exp. Stm. Recip N° Revs. per minute 150

Cylinders 13 1/2", 23", 38" Length of Stroke 27" No. of Cranks 3

aft, dia. of journals as per Rule 7 5/8" Crank pin dia. 7 7/8" Mid. length breadth — Thickness parallel to axis 4 13/16"
as fitted 7 7/8" Crank webs shrunk Thickness around eye-hole 3 5/16" PINS.

iate Shafts, diameter as per Rule 7.15" Thrust shaft, diameter at collars as per Rule 7.5"
as fitted 7 1/4" Mid. length thickness — as fitted 7 7/8"

Shafts, diameter as per Rule 8.2" Is the tube shaft fitted with a continuous liner No
as fitted NONE Screw Shaft, diameter as fitted 8 1/4"

Liners, thickness in way of bushes as per Rule Thickness between bushes as fitted Is the after end of the liner made watertight in the boss Yes

ner 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

iners 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

er, dia. 105" Pitch 9' 4" No. of Blades 3 Material C.I. whether Moveable SOX Total Developed Surface 30 sq. feet

umps worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 1' 3" Can one be overhauled while the other is at work Yes

umps worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 1' 3" Can one be overhauled while the other is at work Yes

No. and size One 4" x 6" x 12" Wairs Pumps connected to the Main Bilge Line { No. and size One 6" x 5 1/2" x 15" Wairs
 How driven Independent Stm { How driven Ind. Stm also Donkey

umps, No. and size NONE Lubricating Oil Pumps, including Spare Pump, No. and size NONE

oo independent means arranged for circulating water through the Oil Cooler NONE Suctions, connected to both Main Bilge Pumps and Auxiliary NONE

Pumps:—In Engine and Boiler Room E.R. 2 at 2" dia. 1 at 3 1/2" B.R. 2 at 2" dia. & one 2 1/2"

mp Room NONE In Holds, &c. One 2" in each of the following: Forepeak, Chain Lockers,

Hold, Engine Room aft of Shaft Space, (Aft peak & Steering Gear Compartment)

Water Circulating Pump Direct Bilge Suctions, No. and size One 5" bore Independent Power Pump Direct Suctions to the Engine Room Bilges, None

nd size One 3 1/2" includes above Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes

he 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

all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks VALVES

hey 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 W.L.

hey 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

t Pipes pass through the bunkers. The main, bilge & reserve fuel suctions How are they protected Robust wood casing

t pipes pass through the deep tanks NONE Have they been tested as per Rule Yes

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes

ie 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 Access from flat above

partment to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door worked from

N BOILERS, &c.—Letter for record S Total Heating Surface of Boilers 2650 sq ft

ich Boilers are fitted with Forced Draft ALL Which Boilers are fitted with Superheaters None

and Description of Boilers One single ended multi-tubular cylindrical Working Pressure 200 lb

A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

A DONKEY BOILER FITTED? No If so, is a report now forwarded? Yes

n the donkey boiler be used for domestic purposes only Yes

LANS. Are approved plans forwarded herewith for Shafting 17.7.39 Main Boilers 17.7.39 Auxiliary Boilers Yes Donkey Boilers Yes
 (If not state date of approval)

perheaters Yes General Pumping Arrangements 2.12.42 Oil fuel Burning Piping Arrangements Yes

SPARE GEAR.

as the spare gear required by the Rules been supplied Yes

ate the principal additional spare gear supplied See attached list.

The foregoing is a correct description.

Manufacturer.



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Lloyd's Register Foundation

004541-004547-0040

"BLACK BIRD"

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

FEB 11, 1943 / MAR 4, 22, 29, 31, 16, 23, 29. MAY 4, 5, 12, 18, 24, 25, 26, 27. JUNE 2, 4, 7, 8, 9, 10, 11, 15.

25.

Dates of Examination of principal parts—Cylinders

Pistons

Crank shaft

Tube shaft

Stern tube

Completion of fitting sea connections

Completion of pumping arrangements

Main boiler safety valves adjusted

Crank shaft material

Intermediate shafts, material

Screw shaft, material

Is an installation fitted for burning oil fuel

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 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

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

See Piston Rods *manchester* Slides *R.P.* No. *11486* Covers

Connecting rods *25-12-42.* Intermediate shafts *1/12/42. 30/11/42* Propeller *1/14/43.* Engines holding down bolts *4/5/43.* Boilers fixed *4/5/43.* Engines tried under steam *26/5/43. 9/6/43* Thickness of adjusting washers *P 13/32 S 7/16* Identification Mark *WH. 2.9.42.* Thrust shaft material *F.I. SA* Identification Mark *361* Identification Marks *336FW. 1/1/42. 335FW. 1/1/42.* Tube shaft, material *—* Identification Mark *—* Identification Mark *860TT* Steam Pipes, material *Steel* Test pressure *600 lb* Date of Test *4/5* *No* *Yes* *No* *Yes* *No* *Not desired* *YES* *LUNDY* HULL RPT. NO. 51890 WITH MINOR MODIFICATIONS.

The machinery of this vessel installed on board in accordance with the Secretary's letter, approved plans, the Rules and the Specification. The materials and workmanship are good. The machinery has been tried during Basin Trials and found satisfactory in every respect. Vessel's machinery is eligible in my opinion to be classed in the Register Book *LMC 643. OG. T 3cy. 13 1/2", 23", 38" - 27". 200 lb I.S.E. 3cf. 2650 # H.S. 63 # G.S. 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

Special *Classifer 24. Spec. 36.* £ 45 : -

Donkey Boiler Fee ... £ :

Travelling Expenses (if any) £ :

When applied for, **29 JUN 1943**

When received, 19

ADMIRALTY

As rendered from *W. S. Shields*

London 18 AUG 1943

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned *+ LMC 643*

FD OG