

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

13 MAY 1943

Received at London Office.

Date of writing Report 3-3-43 5
 No. in Survey held at HULL
 Reg. Book
 on the H.M. TRAWLER **COLDSTREAMER**
 built at BEVERLEY By whom built Cook, Welton and Gemmell No. 706
 Engines made at HULL By whom made Chas. J. Holmes Engine No. 1639
 Boilers made at HULL By whom made Chas. J. Holmes Boiler No. 1639
 Registered Horse Power Owners Admiralty Port belonging to
 Nom. Horse Power as per Rule 165.2 Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted YES
 Trade for which vessel is intended Government Service

GINES, &c.—Description of Engines Triple Expansion CONTRACT Revs. per minute 123.
 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 8.37" as fitted 8 1/2" Crank pin dia. 8 1/2" Mid. length breadth 16 1/8" Thickness parallel to axis 5 1/2" shrunk
 Intermediate Shafts, diameter as per Rule 7.97" as fitted 8 1/8" Thrust shaft, diameter at collars as per Rule 8.37" as fitted 8 1/2"
 Main Shafts, diameter as per Rule None as fitted None Screw Shaft, diameter as per Rule 8.867" as fitted 9" Is the {tube/screw} shaft fitted with a continuous liner {Yes/No} Yes
 Bronze Liners, thickness in way of bushes as per Rule .566" as fitted 19/32" Thickness between bushes as per Rule .3" 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 Continuous
 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 If so, state type — Length of Bearing in Stern Bush next to and supporting propeller 42"
 Propeller, dia. 10'-9" Pitch 11'-0" No. of Blades 4 Material C.I. whether Moveable Solid Total Developed Surface 42 1/2 sq. feet
 Main Pumps worked from the Main Engines, No. 2, 1 Diameter 2 7/8" Stroke 16" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 7/8" Stroke 16" Can one be overhauled while the other is at work Yes
 Main Pumps, No. and size One 6" x 6 1/2" x 6" Pumps connected to the Main Bilge Line {No. and size One 7" x 5" x 6" Duplex How driven Independent Steam Also One 3" Dia Steam Ejector
 Main Pumps, No. and size One 7" x 5" x 6" Duplex Lubricating Oil Pumps, including Spare Pump, No. and size None
 Are two independent means arranged for circulating water through the Oil Cooler — Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps:—In Engine and Boiler Room Two @ 2" One @ 3"
 Pump Room In Holds, &c. One @ 2" in each of the following: Magazine, Gunpowder Store, Spirit Room, D.C. Store, Ford Hold, and A.P. Peak
 Main Water Circulating Pump Direct Bilge Suctions, No. and size One @ 5" Independent Power Pump Direct Suctions to the Engine Room Bilges, and size One @ 3" Steam 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 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
 Are the Pipes pass through the bunks Ford Suctions How are they protected Plated
 Are the 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 —

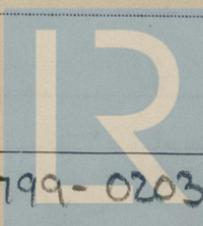
MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 2551 sq. ft.
 Are the Boilers fitted with Forced Draft Yes Which Boilers are fitted with Superheaters None
 and Description of Boilers One - S.B. Working Pressure 225 lb/10"
 A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 A DONKEY BOILER FITTED? No If so, is a report now forwarded? —
 Can the donkey boiler be used for domestic purposes only —
 Are approved plans forwarded herewith for Shafting 19-8-42 Main Boilers 29-5-42 Auxiliary Boilers None Donkey Boilers None
 (If not state date of approval)
 Superheaters None General Pumping Arrangements 21-7-42 Oil fuel Burning Piping Arrangements —

SPARE GEAR.
 Is the spare gear required by the Rules been supplied Yes
 What is the principal additional spare gear supplied
 One set piston ring Steam and Water for all Auxiliaries
 Rings & Springs for MP & P pistons
 Two Eccentric Rods & Straps for Main Engines
 One Plummer Block
 3. Main Engine Cylinder Escape Valve Spring.

The foregoing is a correct description.

CHARLES J. HOLMES & CO., LTD.

Manufacturer.



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004799-0203

COLDSTREAMER

1942 Oct 30, 31, Nov 4, 6, 9, 11, 13, 17, 19, Dec. 4, 10, 11, 12, 15, 16, 17, 18, 21, 24, 1943 Jan. 1, 8, 9, 11, 13, 14, 15, 20, 27, 28, 29
 Feb. 1, 8, 10, 17, 18, 23, 24, 26, Mar. 1

During progress of work in shops - -

1942 NOV 19 / JAN 13 FEB 17, 24, 26 MAR 2, 3, 8, 9, 11, 19, 24, 26, 30, 31
 APR 2, 8, 9, 12, 14, 15, 21, 29

During erection on board vessel - -

Total No. of visits 63

Dates of Examination of principal parts - Cylinders 15/12/42 8/1/43 27/1/43 Slides 27/1/43 Covers 15/12/42 8/1/43 27/1/43
 Pistons 22/1/43 27/1/43 Piston Rods 15/12/42 Connecting rods 8/1/43
 Crank shaft 17/12/42 Thrust shaft 12-12-42 Intermediate shafts 12/1/42
 Tube shaft None Screw shaft 17/11/42 Propeller 17.2.43

Stern tube 19.11.42 Engine and boiler seatings 13.1.43 Engines holding down bolts 24.2.43

Completion of fitting sea connections 19-11-42
 Completion of pumping arrangements 1.4.43 Boilers fixed 24.2.43 Engines tried under steam 1.4.43

Main boiler safety valves adjusted 1.4.43 Thickness of adjusting washers P 13/32 S 1/2 P 5
 Crank shaft material F.1. Steel Identification Mark 9036 CP. 10/8/42 Thrust shaft material F.1. Steel Identification Mark 9039 CP. 10-8-42
 Intermediate shafts, material F.1. Steel Identification Marks 9040 CP. 23-9-42 Tube shaft, material None Identification Mark -

Screw shaft, material F.1. Steel Identification Mark 9038 CP. 10-8-42 Steam Pipes, material Steel Test pressure 675 lb Date of Test 3.3.43

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. GRENADEIER H.L.R.

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 and the Society's rules of tested materials, supplied by firms approved by the Society.
 The Workmanship and Materials are good.
 The Machinery and Auxiliaries have been fitted aboard and when tried under steam at as near full power as practicable in the basin were found satisfactory in every respect.
 The Vessel is eligible in my opinion, when cleared to have the records of LMC 4, 43 and T.S. (C.) and Notation T. 3 of 15-25-42, - 27" 165 NHP. 225 lb 1 SA. 3 CF. G.S. 64, H.S. 2551 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	FE. £	4 : 0	When applied for, 13 MAY 1943
Special	£	40 : 0	
Donkey Boiler Fee	£	41 : 0	When received, 19
Travelling Expenses (if any)	£	:	

John A. Shields
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 21 MAY 1943

Assigned + LMC 4, 43
 FD CL

