

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

13 MAY 1943

Received at London Office.

Date of writing Report 3-3-43
No. in Survey held at HULL
Reg. Book
on the H.M. Trawler **COLDSTREAMER**
Built at BEVERLEY By whom built Cook, Welton and Gemmell
Engines made at HULL By whom made Chas. J. Holmes
Boilers made at HULL By whom made Chas. J. Holmes
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
No. 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"
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"
Screw Shafts, diameter as per Rule 5.66" as fitted 19 1/2" Is the {tube/screw} shaft fitted with a continuous liner {Yes/No}
Liner, thickness in way of bushes as per Rule 19 1/2" as fitted 19 1/2" 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 Engines, No. 2 Diameter 27 1/8" Stroke 16" Can one be overhauled while the other is at work Yes
Auxiliary Engines, No. 2 Diameter 27 1/8" Stroke 16" Can one be overhauled while the other is at work Yes
No. and size One 6" x 4 1/2" x 6" Pumps connected to the Main Bilge Line {No. and size One 7" x 5" x 6" Duplex
How driven Steam Independent Steam Also One 3" Dia. Steam
Last 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
Main Pumps:—In Engine and Boiler Room Yes @ 2" One @ 3" In Holds, &c. One @ 2" in each of the following: Magazine
Pump Room — In Holds, &c. One @ 2" in each of the following: Magazine
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
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
At Pipes pass through the bunkers Ford Suctions How are they protected Plated
At pipes pass through the deep tanks None Have they been tested as per Rule —
All Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
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 —

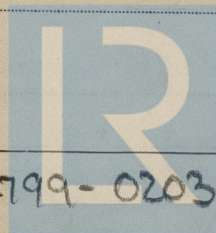
MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 2551
Which Boilers are fitted with Forced Draft Yes Which Boilers are fitted with Superheaters None
and Description of Boilers One - S.B. Working Pressure 225 lb./sq. in.
A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
A DONKEY BOILER FITTED? No If so, is a report now forwarded? —
the donkey boiler be used for domestic purposes only —
ANS. 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
the principal additional spare gear supplied
One set piston ring Steam and Water for all Auxiliaries
Rings & Springs for M.P. & 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.

Manufacturer.



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Foundation

During progress of work in shops - - 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.

Dates of Survey while building 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.

Total No. of visits 63.

Dates of Examination of principal parts - Cylinders 15/12/42 8/1/43 2/12/42 Slides 27/1/43 Covers 15/12/42 8/1/43 2/12/42

Pistons 29/1/43 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 17/12/42

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 Boilers fixed 24.2.43 Engines tried under steam 1.4.43

Completion of pumping arrangements 1.4.43 Main boiler safety valves adjusted 1.4.43 Thickness of adjusting washers P 13 S 12

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.H.

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 our 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 sh. 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 When received, 19
Special	£	40 : 0	
SPEC	£	41 : 0	
Donkey Boiler Fee	£	:	
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