

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.

Date of writing Report 19 11. 1. 19 44 Port of HULL  
 No. in Survey held at HULL Date, First Survey 19. 6. 43 Last Survey 7. 1. 19 44  
 Reg. Book (Number of Visits 53)  
 on the H.M. TRAWLER ALSA CRAIG 12725. Tons (Gross 452 Net 144)  
 Built at BEVERLEY By whom built Chas. D. Holmes & Co. Ltd Yard No. 723. When built 1944  
 Engines made at HULL By whom made Chas. D. Holmes & Co. Ltd Engine No. 1663. When made  
 Boilers made at HULL By whom made Chas. D. Holmes & Co. Ltd Boiler No. 1663. When made  
 Registered Horse Power Owners 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 Mid. length breadth Thickness parallel to axis 4 13/16  
 Intermediate Shafts, diameter as per Rule 7.15 as fitted 7 1/4 Crank webs Mid. length thickness shrunk Thickness around eye-hole 3 13/16  
 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 screw} 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  
 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 Main Bilge Line No. and size One 6 x 5 1/2 x 15 Weirs  
 How driven Independent Steam How driven Independent Steam also DOWNTON  
 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 Eng 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: forepeak chain locker, Asdic 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 w/e  
 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 space Tunnel watertight Yes Is it fitted with a watertight door Access from flat above worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2650 ft<sup>2</sup>  
 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 lb.  
 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 14.5.43. Auxiliary Boilers None Donkey Boilers None  
 (If not state date of approval)  
 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 &amp; CO., LTD.

Manufacturer.



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Foundation



# AILSA CRAIG.

During progress of work in shops - - 1943 June 19. Aug. 27. 31. Sep. 10. 13. 14. 15. 17. 24. Oct. 1. 6. 7. 9. 11. 13. 14. 15. 16. 23. 25. Nov. 2. 6. 9. 10. 12. 15. 19. 23. 26. 29. 30. Dec. 1. 6.

Dates of Survey while building - - 1943 Oct 9, 10, 23. Nov 9, 23, 30. Dec 1, 2, 7, 9, 10, 13, 15, 16, 21, 23, 24. 30. 1944 JAN 5. 7.

Total No. of visits 53.

Dates of Examination of principal parts - Cylinders 13/10/43. 14/10/43. 15/10/43. Slides 12/11/43. Covers 13/10/43. 14/10/43. 15/10/43.

Pistons 12/11/43. 15/11/43. Piston Rods 25/10/43. Connecting rods 2/11/43.

Crank shaft 10/11/43. Thrust shaft 14/10/43. Intermediate shafts 9/11/43.

Tube shaft None. Screw shaft 7/10/43. Propeller 23/11/43.

Stern tube 9/10/43. Engine and boiler seatings 1/12/43. Engines holding down bolts 1/12/43.

Completion of fitting sea connections 9/10/43.

Completion of pumping arrangements 16/12/43. Boilers fixed 1/12/43. Engines tried under steam 16/12/43. 24/12/43.

Main boiler safety valves adjusted 16/12/43. Thickness of adjusting washers P & S 3/8".

Crank shaft material F. I. Steel Identification Mark Pins 2137 J.B.G. Thrust shaft material F. I. Steel Identification Mark 203. F.W. 10/43.

Intermediate shafts, material F. I. Steel Identification Marks 1-10-43. Tube shaft, material None Identification Mark -

Screw shaft, material F. I. Steel Identification Mark 191 F.W. 10-4-43. Steam Pipes, material Steel Test pressure 600 lb. Date of Test 26. 7. 43. 6. 12. 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. - 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. BIREN. Hull Rpt. No. 50672.

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 plan, the Specification, and the Society's Rules, of tested material 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 classed, to have the records of \* L.M.C 1, 44. and O.G. and the notation T. 3 cy. 13 1/2", 23", 38" - 27".

156 N.H.P. 200 lb. 15.B. 3 cy. G.S. 63. H.S. 2650 F.D.

ADMIRALTY

A/c rendered from London 31. 1. 44

The amount of Entry Fee ... £ : : When applied for, 13 JAN 1944

Special Class. 39 - 0

Spec. 36 - 0

Donkey Boiler Fee ... £ : : When received, 19

Travelling Expenses (if any) £ : :

W. S. Shields & J. Freeman  
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 28 JAN 1944

Committee's Minute

Assigned

Lee Je machy rpl.



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