

RECEIVED

25 APR 1944

IN D.O.

No. 52396.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

20 APR 1944

Received at London Office

24 APR 1944

Date of writing Report 14-1-44 19 When handed in at Local Office 19 Port of HULL.
 No. in Survey held at HULL Date, First Survey 6.11.43 Last Survey 1.4.1944
 Reg. Book DAN LAYTON (Number of Visits 44)
 on the H.M. Trawler GILSAY 2737. Tons Gross 458.6 Net 143.9
 Built at BEVERLEY By whom built Cork, Welton & Gummell & Co. Yard No. 729. When built 1944
 Engines made at HULL By whom made Chas D. Holmes & Co. Engine No. 1676. When made .
 Boilers made at HULL By whom made Chas D. Holmes & Co. Boiler No. 1674. When made .
 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 24 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 4.5 as fitted 7 7/8 Crank pin dia. 4 1/8 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
 Intermediate Shafts, diameter as per Rule 4.15 as fitted 4 1/4 Thrust shaft, diameter at collars as per Rule 4.5 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 Thickness between bushes as per Rule 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
 Shaft Yes If so, state type Newark Length of Bearing in Stern Bush next to and supporting propeller 36 1/2
 Propeller, dia. 102" Pitch 11'-0" No. of Blades 3 Material C.I. whether Moveable Solid Total Developed Surface 24 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 4x6x12 Weirs Pumps connected to the Main Bilge Line No. and size One 6x5 1/2 x 15 Weirs How driven Independent Steam also Dawson
 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:—fore peak, chain locker, storeroom, magazine, spirit room, bunkers, 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 wh
 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 access worked from flat above

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2650 sq 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 105-43 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 & CO., LTD.

W.R. Evans

Manufacturer.

GILSAT.

1943. Dec. 6. 26, Dec. 3. 10. 22. 23. 24. 30. Jan. 6. 7. 12. 13. 14. 17. 18. 19. 21. 24. 25. 27. 28.
Feb. 4. 5. 10. 11. 18. 28. Mar. 11. 21. 28.

1944 JAN 21. FEB 10. MAR 14, 24, 29. APR 3, 4, 5. 6. 7. 11. 12. 16, 17.

Total No. of visits 44

Dates of Examination of principal parts—Cylinders 17/1/44. 12/1/44. 14/1/44. Slides 11/2/44. Covers 17/1/44. 12/1/44. 14/1/44.

Pistons 4/2/44. 11/2/44. Piston Rods 18/1/44. Connecting rods 4/2/44.

Crank shaft 5/2/44. Thrust shaft 13-1-44. Intermediate shafts 4/2/44. 14/1/44.

Tube shaft. NONE. Screw shaft 14/1/44. Propeller 11/3/44.

Stern tube 21/1/44. Engine and boiler seatings 21/3/44. Engines holding down bolts 21/3/44.

Completion of fitting sea connections 21/1/44.

Completion of pumping arrangements 4-4-44. Boilers fixed 21/3/44. Engines tried under steam 4/4/44. 12/4/44.

Main boiler safety valves adjusted 12-4-44. Thickness of adjusting washers P. 7/16" S. 11/32".

Crank shaft material F. 1. Steel. Identification Mark 1788 CP. 17-11-43. NCJ.

Intermediate shafts, material F. 1. Steel. Identification Marks 232. CW. 22/9/43. Tube shaft, material NONE. Identification Mark —

Screw shaft, material F. 1. Steel. Identification Mark 1787 CP. Steam Pipes, material STL. Test pressure 600 lb. Date of Test 28. 3. 44.

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 "Calway"

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 material supplied by firms approved by the Society.

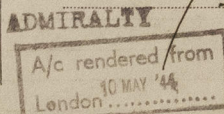
The workmanship and materials are good.

The machinery and auxiliaries have been fitted on board, and when tried under steam as at near full power as practicable in the basin, were found satisfactory in every respect.

The vessel is eligible in my opinion, when classed to have the records of $\frac{1}{2}$ LMC 4-44 and OR and the notations T 3cy, 13 1/2", 23' 3" - 27' 156 NHP 200 lbs / sq" 1. S.B. 3cf GS 63 H.S. 2650 FD.

Certificate to be sent to

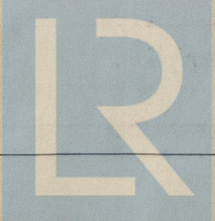
The amount of Entry Fee	£	39-0	When applied for, 20 APR 1944
LMC Special	£	36-0	19
SPECIFICATION	£		
Donkey Boiler Fee	£		When received,
Travelling Expenses (if any)	£		19



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

Committee's Minute THURS 4 MAY 1944

Assigned + LMC 4. 44



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