Rpt. 4.

No. 52396.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 14-1-443. 19 When handed in at Local Office 20 APL 1944 19 Port of HULL.

Received at London Office 24 APR 1944

No. in Reg. Book Survey held at HULL Date, First Survey 6.11.43. Last Survey 1.4. 1944. (Number of Visits 44)

on the H.M. TRAWLER GILSAY. J 2737. Tons Gross 458.6 Net 143.9

Built at BEVERLEY. By whom built Cook, Welton & Gemmell Ld. Yard No. 729. When built 1944

Engines made at HULL By whom made Chas D Holmes Ld Engine No. 1676. When made

Boilers made at HULL. By whom made Chas D. Holmes Ld 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 13½" 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 Crank webs Mid. length breadth Mid. length thickness Thickness parallel to axis 4 13/16 shrunk Thickness around eye-hole 3 15/16

Intermediate Shafts, diameter as per Rule 7.15 as fitted 4¼

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 8¼

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 shaft Yes If so, state type Newark Length of Bearing in **Stern Bush** next to and supporting propeller 36½

Propeller, dia. 102" Pitch 11'-0" No. of Blades 3. Material C1. whether Moveable Solid. Total Developed Surface 24 sq. feet

Feed Pumps worked from the **Main Engines,** No. 2 Diameter 2½ Stroke 15 Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the **Main Engines,** No. 2 Diameter 2½ Stroke 15 Can one be overhauled while the other is at work Yes

Feed Pumps No. and size One 4×6×12 Weirs How driven Independent Steam

Pumps connected to the Main Bilge Line No. and size One 6 × 5½ × 15 Weirs How driven Independent Steam also Dawnton

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 3½ dia, stokehold 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, 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 @ 3½ (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 WL

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~~ space 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 ft²

Which Boilers are fitted with Forced Draft All Which Boilers are fitted with Superheaters NONE

No. and Description of Boilers One S.E. 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 16-5-43 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 & CO., LTD.

M.R. Evans

Manufacturer.

GILSAY.

Dates of Survey while building

During progress of work in shops — 1943. Nov. 6.26, Dec. 3. 10. 22. 23. 24. 30. 1944 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.

During erection on board vessel — 1944 JAN 21. FEB 10. MAR 14, 24, 29. APR 3, 4, 5. 6. 7. 11. 12. 16, 19.

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. I. Steel. Comp. 413. 14/1/43. Identification Mark Journals. 1792. CR. 17-11-43. Thrust shaft material F. I. Steel Identification Mark 1788 CR. 17-11-43. NCJ.

Intermediate shafts, material F. I. Steel Identification Marks 2409 FH. 23/12/43. 232. FW. 22/9/43. Tube shaft, material NONE Identification Mark —

Screw shaft, material F. I. Steel Identification Mark 1787. CR. 1-12-43. 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 "Galway"

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 Societys 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 ✠ LMC 4-44 and OG and the notations T 3 cy, 13½", 23" 39"-27" 156 NHP 200 lbs/□" I.S.B. 3 cf GS 63 H.S. 2650 FD.

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	£	:	:
LMC	£	39 - 0	:
Special	£	:	:
SPECIFICATION	£	36 - 0	:
Donkey Boiler Fee	£	:	:
Travelling Expenses (if any)	£	:	:

When applied for, 20 APR 1944 19

When received, 19

ADMIRALTY A/c rendered from London 10 MAY '44

to J. Shields &

J. Shiels

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute THURS 4 MAY 1944

Assigned + LMC 4.44 FD OG