

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

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Date of writing Report 8th July 1941 When handed in at Local Office 11th 7th 1941 Port of Glasgow
 No. in Survey held at 1041 Reg. Book. 1041 Date, First Survey 17. 6. 40 Last Survey 25. 6. 1941
 on the Single screw Trawler "CAVA" (Number of Visits 54)
 Built at Paisley By whom built Fleming & Ferguson Ltd Yard No. 1187/568 Tons } Gross
 Engines made at Paisley By whom made Fleming & Ferguson Ltd Engine No. " When made " Net
 Boilers made at Glasgow By whom made Barclay Curie & Co Ltd Boiler No. 1187/4013 When made "
 Registered Horse Power Owners Admiralty Port belonging to ✓
 Nom. Horse Power as per Rule 154 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 150
 Dia. of Cylinders 13½" - 25" - 38" Length of Stroke 27" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 7.51" as fitted 7.5" Crank pin dia. 7.5" Crank webs Mid. length breadth 13" Thickness parallel to axis 4.13" shrunk
 Intermediate Shafts, diameter as per Rule 7.15" as fitted 7.4" Thrust shaft, diameter at collars as per Rule 7.51" as fitted 7.4"
 Tube Shafts, diameter as per Rule 8.2" as fitted 8.4" Is the {tube} shaft fitted with a continuous liner {screw} No
 Screw Shaft, diameter as per Rule 8.2" as fitted 8.4" Is the after end of the liner made watertight in the propeller boss ✓
 Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted 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. 8' 9" Pitch 9' 4" No. of Blades 3 Material Cast iron whether Moveable No Total Developed Surface 30 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 in the Room 4' x 6' x 12" Pumps connected to the { No. and size 2 (main engine) - One 6' x 5½' x 12" ✓
 How driven Steam Main Bilge Line How driven Steam
 Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size
 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 Engine Room 2 0 2" Boiler Room 2 0 2"
 In Pump Room Two feed 1 0 2", Chain locker 1 0 2" Fuel tank 1 0 2", Spirit room 1 0 2", Magazine 1 0 2", Bunkers 1 0 2"
 Eng. Stns 1 0 2", Aft tank 1 0 2", Gun steam for 1 0 2" Hot tank 1 0 2", Hot tank 1 0 2", Hot tank 1 0 2", Hot tank 1 0 2"
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 - 5" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size One 0 3½" 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
 What Pipes pass through the bunkers Feed water suction (Return) How are they protected Wood casing
 What pipes pass through the deep tanks 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 Is the Shaft Tunnel watertight No Is it fitted with a watertight door ✓ worked from ✓

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2621 sq. ft.
 Is Forced Draft fitted Yes No. and Description of Boilers One Single ended 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? ✓
 Is the donkey boiler intended to be used for domestic purposes only ✓
 PLANS. Are approved plans forwarded herewith for Shafting 5/14/40 Main Boilers ✓ Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval)
 Superheaters ✓ General Pumping Arrangements Yes—Hull not Oil fuel Burning Piping Arrangements ✓
 SPARE GEAR.
 Has the spare gear required by the Rules been supplied Yes
 State the principal additional spare gear supplied As per Admiralty requirements

The foregoing is a correct description.

Manufacturer.



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Lloyd's Register
Foundation

007806-007816-0192

1940 June: 17 Sep: 20 Oct: 1, 8, 14, 25, 29, 31 Nov: 13, 15, 19, 25, 29 Dec: 3, 5, 9, 12, 13, 16, 18
 During progress of work in shops -- 27, 30 (1941) Jan: 3, 7, 10, 11, 13, 14, 15, 16, 17, 22, 23, 29 Feb: 5, 11, 12, 14, 21, 26, 28 Mar: 1, 3, 5
 Dates of Survey while building During erection on board vessel -- 11, 17, 28 June: 9, 10, 16, 18, 19, 25
 Total No. of visits 54

Dates of Examination of principal parts—Cylinders 5-2-41 Slides 23-1-41 Covers 5-2-41
 Pistons 23-1-41 Piston Rods 28-2-41 Connecting rods 28-2-41
 Crank shaft 23-1-41 Thrust shaft 14-2-41 Intermediate shafts 14-2-41
 Tube shaft ✓ Screw shaft 14-2-41 Propeller 1-3-41
 Stern tube 21-2-41 Engine and boiler seatings 1-3-41 Engines holding down bolts 28-3-41

Completion of fitting sea connections 26-2-41
 Completion of pumping arrangements 18-6-41 Boilers fixed 10-6-41 Engines tried under steam 25-6-41

Main boiler safety valves adjusted 9-6-41 Thickness of adjusting washers P Y S $\frac{11}{32}$
 Crank shaft material Steel Identification Mark 9483/51 9A.L. Thrust shaft material Steel Identification Mark 5449 9A.L.

Intermediate shafts, material Steel Identification Marks 6446 9A.L. Tube shaft, material ✓ Identification Mark ✓

Screw shaft, material Steel Identification Mark 5445 9A.L. Steam Pipes, material S.P.S. steel Test pressure 600 lbs. Date of Test 2. 12. 41

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 No If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been constructed under Special Survey in accordance with the Society's Rules and approved plans, also in accordance with Admiralty Specification (or as otherwise modified & approved by the Admiralty)

The machinery has been satisfactorily fitted on board the vessel, tried under full working conditions and found satisfactory

It is eligible in my opinion to be classed + L.M.C 6-41. O.G.

G. B.
 12/7/41

The amount of Entry Fee ... £ : : When applied for,
 Special ... £ : : 19.
 Donkey Boiler Fee ... £ : : When received,
 Travelling Expenses (if any) £ : : 19.

Committee's Minute GLASGOW 15 JUL 1941

Assigned - L.M.C 6.41

G. B.

Engineer Surveyor to Lloyd's Register of Shipping.