

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.

Date of writing Report 29-10-43. 19 When handed in at Local Office 10 DEC 1943 19 Port of HULL
 No. in Survey held at HULL Date, First Survey 19. 6. 43. Last Survey 3. 12. 19 43
 Reg. Book (Number of Visits 54)
 on the H.M. Trawler MEWSTONE J 2721 Tons { Gross 452
 Net 144
 Built at BEXLEY By whom built Cook Wells & Gennell Ltd Yard No. B. 721 When built 1943
 Engines made at HULL By whom made Chas. D. Holmes & Co Engine No. 1661 When made "
 Boilers made at "" By whom made "" Boiler No. 1661 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 ✓ 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 1/2" as fitted 7 1/8" Crank pin dia. 7 7/8" Mid. length breadth " Thickness parallel to axis 4 13/16"
 as fitted 7 1/8" Crank webs Mid. length thickness " shrunk Thickness around eye-hole 3 5/16"
 Intermediate Shafts, diameter as per Rule 4 1/5" as fitted 4 1/4" Thrust shaft, diameter at collars as per Rule 7 1/2" as fitted 7 7/8"
 Tube Shafts, diameter as per Rule NONE as fitted NONE 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 at ft. Yes 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 NO 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 { No. and size One 6" x 5 1/2" x 15" Weirs } also DOWNTON
 How driven Independent Steam Main Bilge Line How driven Independent steam
 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 @ 3 1/2" dia. Stokehold 2 @ 2" dia
 In Pump Room None In Holds, &c. One @ 2" dia. in each of the following:—
Forepeak chain locker, ash space, magazine, spirit room, bunker, shaft space & 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.L.
 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

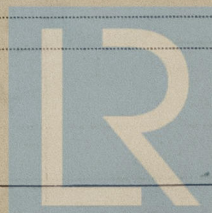
MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2650 ft
 Which Boilers are fitted with Forced Draft all Which Boilers are fitted with Superheaters None
 No. and Description of Boilers One S.B. Working Pressure 200 lbs ft
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes If so, is a report now forwarded? "
 IS A DONKEY BOILER FITTED? NO
 Can the donkey boiler be used for domestic purposes only "
 PLANS. Are approved plans forwarded herewith for Shafting 14-4-39 Main Boilers 14-4-39 Auxiliary Boilers None Donkey Boilers None
 (If not state date of approval)
 Superheaters none General Pumping Arrangements 14-10-39 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.



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007967-007936-0279

"MEWSTONE"

1943. June 19. July 2. 8. Aug. 6. 13. 14. 17. 18. 21. 23. 26. 29. 31. Sept 3. 10. 18. 20. 21. 24. 28. 30. Oct 1. 4. 5.
 During progress of work in shops - - - 9. 12. 16. 19. 21. 25. 30. Nov. 2. 4. 8.
 Dates of Survey while building { During erection on board vessel - - - 1943 SEP 9 Oct 9, 19, 21 Nov 1, 3, 5, 8, 10, 12, 15, 18, 24, 25, 26
 DEC 1, 2, 3
 Total No. of visits 54.

Dates of Examination of principal parts - Cylinders 18/9/43. 20/9/43. Slides 27/9/43. Covers 18/9/43. 20/9/43.
 Pistons 13/10/43. Piston Rods 1/10/43. Connecting rods 25/10/43.
 Crank shaft 5-10-43. Thrust shaft 3/9/43. Intermediate shafts 4/10/43. 23/8/43.
 Tube shaft NONE. Screw shaft 26-8-43. Propeller 21-10-43.
 Stern tube 9/9/43. Engine and boiler seatings 21-10-43. Engines holding down bolts 8-11-43.
 Completion of fitting sea connections 9-9-43.
 Completion of pumping arrangements 18-11-43. Boilers fixed 8-11-43. Engines tried under steam 18-11-43. 26-11-43.
 Main boiler safety valves adjusted 18-11-43. Thickness of adjusting washers P 11/32 S 3/8.
 Crank shaft material F.I. Steel. Identification Mark Pin 8.F.W. Thrust shaft material F.I. Steel. Identification Mark 1297.454. 1/8/43.
 Intermediate shafts, material F.I. Steel. Identification Marks F 2072. B.G. 9/8/43. A. 849. F.W. 15-5-43. Tube shaft, material NONE. Identification Mark -
 Screw shaft, material F.I. Steel. Identification Mark 6.F.W. 5/1/43. Steam Pipes, material Steel. Test pressure 600 lbs. Date of Test 8-11-43.
 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 No.
 Is this machinery duplicate of a previous case YES. If so, state name of vessel H.M.S. "BIRCH" 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 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 classed to have the records of * LMC 12, 43. and O.R. and the notations T. 30y 13 1/2", 28", 38" - 27", 156 N.H.P. 100 lbs - I.S.B. 3 cf A.S. 63 H.S. 2650 F.D.

The amount of Entry Fee £ 39 0 : When applied for, CLASS
 Special £ : : 10 DEC 1943
 Donkey Boiler Fee £ 36 0 : When received,
 Travelling Expenses (if any) £ : : 19

W. S. Shields & J. P. Allen
 Engineer Surveyor to Lloyd's Register of Shipping.
 ADMIRALTY
 A/c rendered from
 London 4. 1. 44

THURS 30 DEC 1943

Committee's Minute

Assigned

+ LMC 12 43 30. 00



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