

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 on the H.M. Trawler MEWSTONE J 2721 (Number of Visits 54) Tons { Gross 452 Net 144

Built at BEVERLEY By whom built Cook Wella & Gemmell & Co 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 4.5" as fitted 4 7/8" Crank pin dia. 7 7/8" Mid. length breadth — Thickness parallel to axis 4 13/16"

Intermediate Shafts, diameter as per Rule 4.15" as fitted 4 1/4" Crank webs shrunk Mid. length thickness — Thickness around eye-hole 3 5/16"

Thrust shaft, diameter at collars as per Rule 4.5" as fitted 4 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 of Yes If so, state type NEWARK Length of Bearing in Stern Bush next to and supporting propeller 36 1/2"

Propeller, dia. 105" Pitch 9-4" No. of Blades 3 Material C. 1 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 Stakehold 2 @ 2" dia

In Pump Room None In Holds, &c. One @ 2" dia in each of the following:— forepeak chain locker, ashie 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 space 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 2,650 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 sq in

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 14-4-39 Main Boilers 15-2-43 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

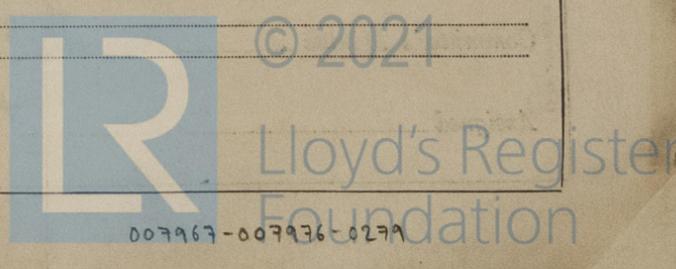
SPARE GEAR.

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.



NOTE.—The words which do not apply should be deleted.

"MUNSTONE"

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.1. Steel. Identification Mark Pin. 8.F.W. Thrust shaft material F.1. Steel. Identification Mark 297.459. 1/8/43.
 Intermediate shafts, material F-1. Steel. Identification Marks F 2072. B. 9. 9/8/43. A. 849. F.W. 15-5-43. Tube shaft, material NONE. Identification Mark -
 Screw shaft, material F.1. Steel. Identification Mark 6.F.W. 5/2/43. 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. 3ly 13 1/2", 23", 33" - 27", 156 N.H.P. 100 lbs - I.S.B. 3 cf A.S. 63 H.S. 2650 ✓ F.D.

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	£	39	0	When applied for, 10 DEC 1943
Special	£			
Donkey Boiler Fee	£	36	0	When received, 19
Travelling Expenses (if any)	£			

W. S. Shields & J. Freeman
 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 _____

