

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 26.10.42 3. When handed in at Local Office 11/11 1943 Port of Hull
No. in Survey held at Hull Date, First Survey 24.6.42. Last Survey 22.12.1942.
Reg. Book on the H.M.T. ULVA. (Number of Visits 47.)
Built at BEVERLEY. By whom built Carl Welton & Gummel Ltd Yard No. 700. Tons {Gross 452
Engines made at HULL. By whom made Chas. D. Holmes & Co. Engine No. 1633. Net 144
Boilers made at HULL. By whom made Chas. D. Holmes & Co. Boiler No. 1624. When built 1942
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 27". No. of Cylinders 3. No. of Cranks 3.
Crank shaft, dia. of journals as per Rule 7.5" Crank pin dia. 7 3/8" Mid. length breadth — Thickness parallel to axis 4 1/8"
as fitted 7 3/8" Crank webs shrunk Thickness around eye-hole 3 1/8"
Intermediate Shafts, diameter as per Rule 7.15" Thrust shaft, diameter at collars as per Rule 7.5"
as fitted 7 1/4" as fitted 7 3/8".
Tube Shafts, diameter as per Rule — Screw Shaft, diameter as per Rule 8.2" Is the {tube screw} shaft fitted with a continuous liner {No.
as fitted None. as fitted 8 1/4".
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
as fitted — 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. 105". Pitch 9'-4". No. of Blades 3. Material CI. whether Moveable Solid 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" Weir. Pumps connected to the {No. and size One 6' x 5 1/2' x 15" Weir.
How driven Independent Gear Main Bilge Line How driven Independent Gear ALSO Donkey
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. Rm. 2 @ 2" Dia One @ 3 1/2" Dia Stroke 2 @ 2" Dia
In Pump Room NONE. In Holds, &c. One @ 2" Dia in each of the following:—Forepeak
Chain locker ASDIC Space. Magazine, Spiral 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 @ 3 1/2" (incl. one 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 Valve suction. How are they protected Wood Casings.
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 Clean 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 lb. 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 17.7.39. Main Boilers 17.7.39. Auxiliary Boilers — Donkey Boilers —
(If not state date of approval)
Superheaters — 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.

ULVA.

Dates of Survey while building

During progress of work in shops - - { 1942 June 24, 25. Aug 7, 14, 15, 21, 22, 24, 28. Sept 7, 11, 14, 18, 23, 25, 28. Oct 1, 3, 5, 6, 8, 9, 12, 13, 16, 24, 25, 26, 27, 28, 29, 30, 31. Nov 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31. Dec 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31.

During erection on board vessel - - - { 1942 July 18, Oct 28, 30, Nov 2, 3, 4, 6, 9, 11, 26, 28. Dec 1, 3, 8, 14, 15, 17, 22.

Total No. of visits 4

Dates of Examination of principal parts - Cylinders 28/9/42 23/9/42 18/9/42 Slides 2/10/42 Covers 28/9/42 23/9/42 18/9/42

Pistons 9/10/42 16/10/42 2/10/42 Piston Rods 2/10/42 Connecting rods 16/10/42

Crank shaft 23/9/42 Thrust shaft 28/10/42 Intermediate shafts 28/10/42

Tube shaft 18/7/42 Screw shaft 30/10/42 Propeller 9/11/42

Stern tube 18/7/42 Engine and boiler seatings 30/10/42 Engines holding down bolts 9/11/42

Completion of fitting sea connections 18/7/42

Completion of pumping arrangements 8/12/42 Boilers fixed 9/11/42 Engines tried under steam 8/12/42

Main boiler safety valves adjusted 8/12/42 Thickness of adjusting washers P 3/8 S 1/32

Crank shaft material M.S. Identification Mark 17-7-42 Thrust shaft material 17-7-42 Identification Mark 17-7-42

Intermediate shafts, material 17-7-42 Identification Mark 17-7-42 Tube shaft, material 17-7-42 Identification Mark 17-7-42

Screw shaft, material 17-7-42 Identification Mark 17-7-42 Steam Pipes, material 17-7-42 Test pressure 600 lb Date of Test 18/11/42

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 NEAVE

General Remarks (State quality of workmanship, opinions as to class, &c.)

The Machinery of the Vessel has been constructed in accordance with 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 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 record of 12.42. and O.G. and the Notation T. 30, 132, 23, 38, - 27.

156 NHP. 200 A. 15. B. 3. of. G. 5. 63. H. 5. 2650. F. D.

The amount of Entry Fee ... £ : : When applied for, 10/11 1943

Special ... £ 75 : : When received,

Donkey Boiler Fee ... £ : : 19

Travelling Expenses (if any) £ : :

J. P. Macdonald W. S. Skiles

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 29 JAN 1943

Committee's Minute

Assigned

See Sub 28 51869

Sub 12.42 28, 05, 1



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