

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 26.10.42 5. 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.) Tons {Gross 452 Net 144
 Built at BEVERLEY By whom built C. & G. Weller & Co. Ltd. Yard No. 700. When built 1942
 Engines made at HULL By whom made Chas. D. Holmes & Co. Engine No. 1633. When made 1942
 Boilers made at HULL By whom made Chas. D. Holmes & Co. Boiler No. 1624. When made 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 1/8" Crank webs Mid. length breadth — Thickness parallel to axis 4 1/16"
 as fitted 7 3/8" Mid. length thickness — shrunk Thickness around eye-hole 3 15/16"
 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 — 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
 half-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 held 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 Space watertight Yes Is it fitted with a watertight door Clean worked from flat above

MAIN BOILERS, &c.—(Letter for record 5.) 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. 10"
 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.

The foregoing is a correct description
 FOR CHARLES L. HUGHES & CO., LTD.

Manufacturer.



ULVA.

Dates of Survey while building
 During progress of work in shops - - { June 24, 25. Aug 7, 14, 15, 21, 22, 24, 28. Sept 7, 11, 14, 18, 23, 25, 28. Oct 1, 3, 5, 6, 7, 9, 12, 13, 16, 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 45

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 Intermediate shafts
 Tube shaft Screw shaft 28/10/42 Propeller 28/10/42
 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 2/12/42
 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 Cup 998, Jamsal 999 F.W. 17.7.42 Thrust shaft material Temp iron all Identification Mark 17.7.42
 Intermediate shafts, material Temp iron steel Identification Marks EN 954 & 6 F.W. 30.6.42 Tube shaft, material Identification Mark
 Screw shaft, material Temp iron steel Identification Mark 995, F.W. 17/7/42 Steam Pipes, material Steel 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 Specifications 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 LMC 12.42. and O.C. and the Notation T. 30, 13 1/2, 23, 38, - 27.
 156 NHP. 200 Q. 15.B. 3 of G.S. 63. H.S. 2650. F.D.

The amount of Entry Fee	£	:	:	When applied for,
Special	75	:	:	18/11 1942
Donkey Boiler Fee	£	:	:	When received,
Travelling Expenses (if any)	£	:	:	19

J. P. ... W. S. ...
 Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 29 JAN 1943

Committee's Minute
 Assigned See Sub 28 51869
 + sub 12.42 28, 29, 31



Certificate to be sent to
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)