

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

OCT 1943
Date of writing Report 19 When handed in at Local Office 27 SEP 1943 Port of HULL
No. in Survey held at HULL Date, First Survey 15. 1. 43 Last Survey 16. 9. 1943
Reg. Book on the H.M. Trawler FARNÉ 12705 Tons { Gross 452
Net 144
Built at BEVERLEY By whom built Chas. J. Holme & Co. Ltd. Yard No. 713 When built 1943
Engines made at HULL By whom made Chas. J. Holme & Co. Ltd. Engine No. 1653 When made
Boilers made at HULL By whom made Chas. J. Holme & Co. Ltd. Boiler No. 1653 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 No Is Electric Light fitted YES
Trade for which vessel is intended Government Service

ENGINES, &c.—Description of Engines TRIPLE EXPANSION 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" 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 1/16"
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"
as fitted 8 1/4" Is the screw shaft fitted with a continuous liner No.
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
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 C.I. 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" Weiss Pumps connected to the { No. and size One 6" x 5 1/2" x 15" Weiss
Pumps { How driven Independent Beam Main Bilge Line { How driven Independent Beam ALSO Down in
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 — Fore Peak
Chain Locker ASDIC Space Magazine Spirit Room Bunker 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" (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 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 and 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 connected from Rat alarm

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./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 None Donkey Boilers None
(If not state date of approval)
Superheaters None 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 D. HOLMES & CO., LTD.

Manufacturer.

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Lloyd's Register
Foundation

008049 - 008060 - 0024

Dates of Survey while building
 During progress of work in shops - - -
 1943. Jan. 15, 22. Feb. 5, 8, 11, 12. Mar. 5, 12, 16, 17, 22, 23, 24, 26, Apr. 2, 5, 8, 9, 12, 16, 30.
 May 3, 7, 11, 14, 21, 28, 29. June 1, 28. July 4, 8, 9. Sept 16.
 1943 Apr 14. May 5, 19, 25. Jun 3, 4, 23, 24, 28. July 1, 8, 13, 14, 15, 19, 22, 26, 30.
 Aug 5, 9, 19, 30. Sep 2, 3, 6, 7, 13, 14, 15, 16.
 Total No. of visits 67.

Dates of Examination of principal parts - Cylinders 9/4/43 16/3/43 12/3/43 Slides 26-3-43 Covers 9/4/43 16/3/43 12/3/43
 Pistons 11/5/43 23/4/43 Piston Rods 2/4/43 Connecting rods 9/4/43
 Crank shaft 8/4/43 Thrust shaft 16-3-43 Intermediate shafts 5-4-43 4 29-3-43
 Tube shaft - Screw shaft 23-6-43 Propeller 23-6-43 24-6-43
 Stern tube 14-6-43 Engine and boiler seatings 3-6-43 Engines holding down bolts 1-7-43
 Completion of fitting sea connections 14-4-43
 Completion of pumping arrangements 14-7-43 Boilers fired 1-7-43 Engines tried under steam 14-7-43 7-9-43
 Main boiler safety valves adjusted 14-7-43 Thickness of adjusting washers P 9/16 S 1/2
 Crank shaft material F.1. Steel Comp. 9957 CP 2/2/43 Journal 69 CP 29-1-43 Lloyds 562, FW, 2/2/43
 Identification Mark Pins 9580 CP Thrust shaft material F.1. Steel Identification Mark 16-3-43 NCJ
 Intermediate shafts, material F.1. Steel Identification Marks 29-3-43 Tube shaft, material Identification Mark
 Screw shaft, material F.1. Steel Identification Mark 9-4-43 JS Steam Pipes, material Steel Test pressure 600 lb Date of Test 8-7-43
 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 ✓
 Is this machinery duplicate of a previous case Yes If so, state name of vessel BRYHER HULL RPT NO. 52122

General Remarks (State quality of workmanship, opinions as to class, &c.)
 The Machinery of the Vessel has been constructed in accordance with the approved Admiralty plans, the Specification and the Society's Rule. of tested material 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 or 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 9,43. and O.G. and the Notation T3C, 13 1/2", 23", 38". - 27" 156. N.H.P. 200 lb. 15B. 3 C.F. G.S. 63. H.S. 2650. F.D.

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

J. P. Hill a W. S. Shields.
 ADMIRALTY
 Engineer Surveyor to Lloyd's Register of Shipping.
 A/c rendered from London 12.11.43

Committee's Minute ...
 Assigned ... + LMC 9,43. 7.D. O.G.