

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

OCT 1943
 Date of writing Report 29.7.43
 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. Tramp Steamer **FARNE** J2705
 Tons {Gross 452
 Net 144
 Built at BEVERLEY By whom built **Cox Nelson & Gemmell & Co** Yard No. 713 When built 1943
 Engines made at HULL By whom made **Chas. D. Holme & Co** Engine No. 1653 When made
 Boilers made at HULL By whom made **Chas. D. Holme & Co** 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 S.E.E** 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" as fitted 7 3/8" Crank pin dia. 7 7/8" Crank webs Mid. length breadth — Thickness parallel to axis 4 11/16" Mid. length thickness — shrunk Thickness around eye-hole 3 11/16"
 Intermediate Shafts, diameter as per Rule 27.15" as fitted 7 1/4" Thrust shaft, diameter at collars as per Rule 7.5" as fitted 7 3/8"
 Tube Shafts, diameter as per Rule — as fitted — 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 — 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
 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 Main Bilge Line { No. and size One 6" x 5 1/2" x 15" Weirs How driven Independent from 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 5 in Hold 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 Hood 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 **accommodated 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 / 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 —

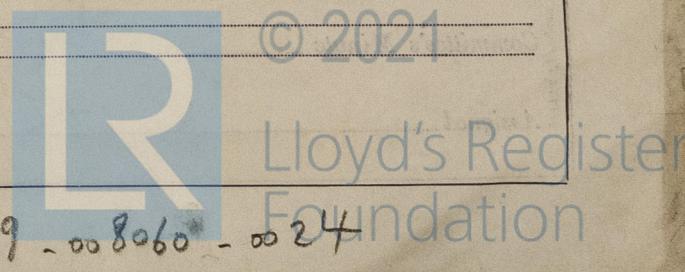
PLANS. Are approved plans forwarded herewith for Shafting 17.7.39 Main Boilers 17.7.39 Auxiliary Boilers NONE Donkey Boilers NONE
 (If not state date of approval)
 Superheaters NONE General Pumping Arrangements 17.10.39 Oil fuel Burning Piping Arrangements NONE

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.



008049 - 008060 - 0024

Dates of Survey while building { During progress of work in shops - - 1943. Jan. 15, 22, 29. Feb. 5, 8, 11, 12, 19, 26. Mar. 5, 12, 16, 17, 22, 23, 24, 26, Apr. 2, 5, 8, 9, 12, 16, 30. 29, 23.
 May 3, 7, 11, 14, 21, 28, 29. June 1, 28. July 4, 8, 9. Sept 16.
 During erection on board vessel - - - 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 Pin 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 7-4-43 JS Steam Pipes, material Steel Test pressure 600 lbs 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.

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	£	:	:	When applied for,
Special	£	39	0	19
Donkey Boiler Fee	£	36	0	19
Travelling Expenses (if any)	£	:	:	19

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

FRI. 8 OCT 1943

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

