

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 12 MAY 1942

Date of writing Report 19-3-42 When handed in at Local Office 11 MAY 1942 Port of HULL

No. in Survey held at HULL Date, First Survey 17-9-41 Last Survey 11-4-42

Reg. Book. on the H.M.T. **BONITO** (Number of Visits 45)

Built at SELBY By whom built Acheson & Sons Ltd Yard No. 1239 Tons Gross 387 Net 127

Engines made at HULL By whom made Chas. D. Holmes Ltd Engine No. 1608 When made 1942-4

Boilers made at HULL By whom made Chas. D. Holmes Ltd Boiler No. 1608 When made 1942-4

Registered Horse Power Owners THE ADMIRALTY Port belonging to

Nom. Horse Power as per Rule 125 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 115

Dia. of Cylinders 13½ 24 39 Length of Stroke 27 No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 8 7.65 7.66 Crank pin dia. 8 Crank webs Mid. length breadth — Thickness parallel to axis —

Intermediate Shafts, diameter as per Rule 7.3 7.29 Thrust shaft, diameter at collars as per Rule 8 7.65 7.66

Tube Shafts, diameter as per Rule None Screw Shaft, diameter as per Rule 8.152 8.14 Is the shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 9.16 17.4 Thickness between bushes as per Rule 19.32 3.2 Is the after end of the liner made watertight in the propeller boss Yes

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner One length

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 No Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft No

Propeller, dia. 10-3 Pitch 10-9 No. of Blades 4 Material C.I. whether Moveable Solid Total Developed Surface 39½ sq. feet

Feed Pumps worked from the Main Engines, No. One Diameter 3 Stroke 15 Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. One Diameter 3 Stroke 15 Can one be overhauled while the other is at work Yes

Feed Pumps No. and size One 6" x 4½" x 6" Duplex Pumps connected to the Main Bilge Line No. and size 6" x 4½" x 6" Duplex 3" Ejector/ME

How driven Independent Mean How driven Independent Mean Steam Pump

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 2 @ 2" dia — and 3" Ejector (see below)

In Pump Room In Holds, &c. One @ 2" dia in each of the following:—

Foreballast space, Asdic room, Gun ballast space, Magazine, Magazine locker, Spirit room,

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 6" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One 3" Mean Ejector

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 Above

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 Yes

What Pipes pass through the bunkers None How are they protected —

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 None Is it fitted with a watertight door — worked from —

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 1873 sq. ft.

Is Forced Draft fitted Yes No. and Description of Boilers One—SB Working Pressure 210 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? —

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting 13/8/41 Main Boilers 13/8/41 Auxiliary Boilers None Donkey Boilers None

(If not state date of approval)

Superheaters None General Pumping Arrangements 16.6.41 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.



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BONITO.

Dates of Survey while building

During progress of work in shops - - 1941. Sept. 17, 22, 24, 28, Oct 4, Nov. 21. Dec. 11, 16, 19, 30. 1942. Jan. 1, 7, 10, 15, 20, 23, 30.

During erection on board vessel - - Feb. 2, 3, 5, 6, 9, 10, 13, 18, 20, 23, 24, 26. Mar. 2, 3, 5, 6, 10, 12, 16, 19, 20, 23, 25, 26, 30.

Apr. 2, 3, 11.

Total No. of visits 45.

Dates of Examination of principal parts—Cylinders 7/1/42. 7/2/42. 2/2/42. Slides 6/2/42. Covers 7/1/42. 7/2/42. 2/2/42.

Pistons 15/1/42. 13/2/42. Piston Rods 15/1/42. Connecting rods 15/1/42.

Crank shaft 16/2/41. Thrust shaft 2/1/41. Intermediate shafts 20/1/42.

Tube shaft None. Screw shaft 4. 10. 41. Propeller 4. 10. 41.

Stern tube 28/9/41. Engine and boiler seatings 4. 10. 41. Engines holding down bolts 16. 3. 42.

Completion of fitting sea connections 28. 9. 41.

Completion of pumping arrangements 26. 3. 42. Boilers fixed 16. 3. 42. Engines tried under steam 3. 4. 42.

Main boiler safety valves adjusted 26. 3. 42. Thickness of adjusting washers 13/22. 608.

Crank shaft material M.S. Identification Mark 6073. Thrust shaft material M.S. Identification Mark 6081.

Intermediate shafts, material M.S. Identification Marks 6077. Steam Pipes, material Steel. Test pressure 630. Date of Test 25. 3. 42.

Screw shaft, material M.S. Identification Mark 6075. Is an installation fitted for burning oil fuel No. Is the flash point of the oil to be used over 150°F. No.

Have the requirements of the Rules for the use of oil as fuel been complied with No.

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 No.

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 No. If so, state name of vessel 1st of Class. (FISH CLASS)

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

The Machinery of this vessel has been constructed & fitted on board under Special Survey in accordance with the approved plans, the Rules, the Specification & the Admiralty requirements.

The workmanship & materials are good & when tried under working conditions it was found satisfactory in every respect.

It is replied, in our opinion, to have the records L.M.C. 4-42, C.L. & the notation of T 3 cy. 13 1/2"; 24, 39 - 27" 210 lb NHP. 125.

G.S. 50. H.S. 1873 F.D.

Certificate to be sent to

The amount of Entry Fee ... £ : : When applied for, 5 MAY 1942

Special ... £ 62 : 0 : When received, 19

Donkey Boiler Fee ... £ : : 19

Travelling Expenses (if any) £ : : 19

Lyby J. P. Williams
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute WED. 27 MAY 1942

Assigned + Lmb. 4.42
J.D., Ch.



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