

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 11-4-1942
 Reg. Book. on the H.M.T. **BONITO** (Number of Visits 45)
 Built at **SELBY** By whom built **Cochrane & 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 **do**
 Boilers made at **HULL** By whom made **Chas. D. Holmes Ltd** Boiler No. 1608 When made **do**
 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 **13 1/2" 24" 39"** Length of Stroke **27"** No. of Cylinders **3** No. of Cranks **3**
 Crank shaft, dia. of journals as per Rule **8"** as fitted **7.65"** Crank pin dia. **8"** Crank webs Mid. length breadth **—** Thickness parallel to axis **3.5"**
 Intermediate Shafts, diameter as per Rule **7.3"** as fitted **7.29"** Thrust shaft, diameter at collars as per Rule **8"** as fitted **7.65"**
 Tube Shafts, diameter as per Rule **None** as fitted **—** Screw Shaft, diameter as per Rule **8 1/2"** as fitted **8.14"** Is the **tube** shaft fitted with a continuous liner **Yes**
 Bronze Liners, thickness in way of bushes as per Rule **9/16"** as fitted **19/32"** Thickness between bushes as per Rule **19/32"** as fitted **19/32"** 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 **—** 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 **Slid.** Total Developed Surface **39 1/2** 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 4 1/2" x 6" Duplex** Pumps connected to the { No. and size **6" x 4 1/2" x 6" Duplex** }
 { How driven **Independent Steam** Main Bilge Line { How driven **Independent Steam** } **3" Ejector/ME**
 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:—**
Ford ballast space, Asdic room, 4 1/2" ballast space, Magazine, Magazine lobby, 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" Steam 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** Bilge Ejector with strum **Above**
 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 **—**
 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**
 Superheaters **None** General Pumping Arrangements **16.6.41** Oil fuel Burning Piping Arrangements **NONE**

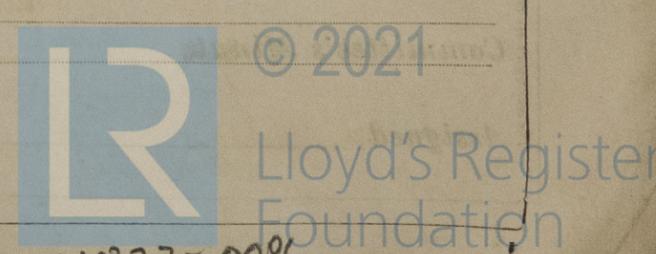
SPARE GEAR.

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.



010317-010327-0086

BONITO.

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. Journal 6074. AEG 9/9/41. Thrust shaft material M.S. Identification Mark 6081 AEG 16/9/41.
 Intermediate shafts, material M.S. Identification Marks 6077 AEG 16/9/41. Tube shafts, material M.S. Identification Mark.
 Screw shaft, material M.S. Identification Mark 6075 AEG 16-9-41. Steam Pipes, material Steel. Test pressure 630. Date of Test 25-3-42.
 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 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 & material are good & when tried under working conditions it was found satisfactory in every respect.
 It is replied, in our opinion, to have the records of 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.

The amount of Entry Fee ... £ : :
 Special ... £ 62 : 0 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :

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When applied for, 5 MAY 1942
 When received, 19...
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute WED. 27 MAY 1942
 Assigned + Lamb. H. H. 2
 J. D., Ch.

