

Rpt. 4.

No. 53310.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 19... When handed in at Local Office 19... Port of Hull
 No. in Survey held at Buxley, Hull Date, First Survey 6. 1. 45 Last Survey 4. 1. 1946
 Reg. Book (Number of Visits 42)
 on the 'NAVENA' Tons { Gross 361
 Built at Buxley By whom built Cook, Welton & Gemmell, Ltd. Yard No. 757 When built 1946
 Engines made at Hull By whom made Chas. D. Holmes & Co. Ltd. Engine No. 1715 When made 1946
 Boilers made at Hull By whom made Chas. D. Holmes & Co. Ltd. Boiler No. 1715 When made 1946
 Registered Horse Power... Owners J. Mann & Sons, Ltd. Fleetwood Port belonging to Fleetwood
 { Nom. Horse Power as per Rule 94 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Trade for which vessel is intended Steam Trawler - Ocean going service

ENGINES, &c.—Description of Engines Triple Expansion steam reciprocating Revs. per minute 120
 Dia. of Cylinders 21 1/2, 21 1/2, 35 Length of Stroke 26 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule approx 4 3/8 Crank pin dia. 4 3/8 Crank webs Mid. length breadth 14" Thickness parallel to axis 4 1/8" shrunk Thickness around eye-hole 3 5/16"
 Intermediate Shafts, diameter as per Rule approx 4 1/8 Thrust shaft, diameter at collars as per Rule approx 4 3/8
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule approx 4 1/8 top of tube Is the { tube screw } shaft fitted with a continuous liner { yes }
 Bronze Liners, thickness in way of bushes as per Rule approx 9/16 Thickness between bushes as per Rule approx 1/2 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 yes
 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 yes
 If two liners are fitted, is the shaft lapped or protected between the liners yes Is an approved Oil Gland or other appliance fitted at the after end of the tube at yes If so, state type yes Length of Bearing in Stern Bush next to and supporting propeller 2'-11 1/2"
 Propeller, dia. 9'-8" Pitch 10'-4 1/2" No. of Blades 4 Material C.I. whether Moveable no Total Developed Surface 36 sq. feet
 Feed Pumps worked from the Main Engines, No. One Diameter 2 3/4" Stroke 14 1/2" Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. One Diameter 2 3/4" Stroke 14 1/2" Can one be overhauled while the other is at work yes
 Feed Pumps { No. and size One 2 3/4" x 14 1/2" } { No. and size One 2 3/4" x 14 1/2" } { No. and size One 2 3/4" x 14 1/2" }
 { How driven ME } { How driven ME } { How driven 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 yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps:—In Engine and Boiler Room E.R. one 2" B.R. one 2"
 In Pump Room none In Holds, &c. 1-2" in each of the following spaces:—
forward store room, main fish room, spare fish room, forward slushwell, aft slushwell
 Main Water Circulating Pump Direct Bilge Suctions, No. and size One 3 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One 3 1/2" bilge 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 Both
 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 Forward bilge suction How are they protected Heavy wood & steel plates
 What pipes pass through the deep tanks none Have they been tested as per Rule yes
 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 Part of E.R. Is it fitted with a watertight door yes worked from yes

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 1740 sq. ft.
 Which Boilers are fitted with Forced Draft none Which Boilers are fitted with Superheaters none
 No. and Description of Boilers One S.B. Working Pressure 21.0 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? yes
 Can the donkey boiler be used for domestic purposes only yes
PLANS. Are approved plans forwarded herewith for Shafting 5.3.45 Main Boilers 24.4.45 Auxiliary Boilers yes Donkey Boilers yes
 (If not state date of approval)
 Superheaters yes General Pumping Arrangements 17.4.45 Oil fuel Burning Piping Arrangements yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied yes
 State the principal additional spare gear supplied Please see attached list

The foregoing is a correct description.
FOR CHARLES D. HOLMES & CO., LTD.

W. R. Evans Manager

Manufacturer.

NAVENA

During progress of work in shops - - 1945 4, 6, 13, 16, 27 AUG 14, 21, 24, 29 SEP 7, 11, 17, 28 OCT 1, 2, 15, 16, 18, 22, 23, 25, 31
 Nov 5, 14, 19, 28, 29 Dec 6, 10, 12, 20, 28
 Dates of Survey while building During erection on board vessel - - 1945 OCT 15, 22, 25 DEC 2, 28
 1946 JAN 1, 2, 4, 5, 6, 7,
 Total No. of visits 42

Dates of Examination of principal parts—Cylinders 1.10.45 Slides 16.10.45 Covers 15.10.45
 Pistons 17.9.45 Piston Rods 17.9.45 Connecting rods 16.10.45
 Crank shaft 11.9.45 Thrust shaft 16.7.45 Intermediate shafts 21.8.45
 Tube shaft ✓ Screw shaft 28-9-45 Propeller 22.10.45
 Stern tube 22.10.45 Engine and boiler seatings 2.12.45 Engines holding down bolts 1.1.46
 Completion of fitting sea connections 22.10.45
 Completion of pumping arrangements 5.1.46 Boilers fixed 1.1.46 Engines tried under steam 5/146 7/146
 Main boiler safety valves adjusted 4.1.46 Thickness of adjusting washers P 5/16 F S 3/8
 Crank shaft material F.I. STL Identification Mark R 5383, CP, 18.5.45 Thrust shaft material F.I. STL Identification Mark R 5382, CP, 22/5/45
 Intermediate shafts, material D° Identification Marks R 5381, CP, 22.5.45 Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material D° Identification Mark R 5380, CP, 18.5.45 Steam Pipes, material Copper Test pressure 500 lb Date of Test 2.1.46
 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 ABY

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

This vessel's machinery has been built and installed under Special Survey in accordance with the Society's Rules and Regulations and with the Secretary's letters. The workmanship and materials are good.
 The machinery has been tried under working conditions with satisfactory results. Eligible in my opinion, to be recorded in the Register Book.

* LMC 1,46 CL T 3Cy 12½", 21½", 35" - 26" 210 lb 94 MN.
 15B 3Cf GS52 H 51710

The amount of Entry Fee ... £ 2 : 0 : 0 When applied for, 5 FEB 1946
 Special † LMC ... £ 23 : 10 : 0 When received, 19
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :

Committee's Minute FRI. 15 FEB 1946

Assigned † LMC 1,46

C.H.

W.S. Shields

Engineer Surveyor to Lloyd's Register of Shipping.



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