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No. 52382

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

6 APL 1944

Received at London Office

11 APR 1944

Date of writing Report 19... When handed in at Local Office 19... Port of HULL

No. in Survey held at HULL Date, First Survey 25-10-43 Last Survey 1-4-44
 Reg. Book FUDAY (Number of Visits 36) Tons { Gross 458.6
 Net 143.9

on the H.M. TRAWLER Built at BEVERLEY By whom built Cork Wilson & Gurney Ltd Yard No. 728 When built 1944

Engines made at HULL By whom made Chas. D. Holmes Ltd Engine No. 1675 When made

Boilers made at HULL By whom made Chas. D. Holmes Ltd Boiler No. 1673 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 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 Crank pin dia. 7 7/8 Mid. length breadth shrunk Thickness parallel to axis 4 3/16

as fitted 7 7/8 Crank webs Mid. length thickness shrunk Thickness around eye-hole 3 15/16

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 1/8

Tube Shafts, diameter as per Rule 8.2 Is the screw shaft fitted with a continuous liner No

as fitted 8 1/4

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 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 Yes

at of Yes If so, state type hawk Length of Bearing in Stern Bush next to and supporting propeller 36 1/2

Propeller, dia. 102 Pitch 11-0 No. of Blades 3 Material C.I. whether Moveable Slid. Total Developed Surface 24 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 4x6x12 Weirs Pumps connected to the { No. and size One 6x5 1/2 x 15 Weirs
 How driven Independent Steam Main Bilge Line { How driven Independent Steam also Downwater

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. room 2 @ 2" dia, one at 3 1/2" dia, 15' stokehold 2 @ 2" dia.

In Pump Room None In Holds, &c. One @ 2" dia in each of the following: fore-peak, chain locker, store room, magazine, spirit room, bunker, shaft 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 at WL

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 tank suction How are they protected Wood casing

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 Protected watertight Yes Is it fitted with a watertight door access worked from flat above

MAIN BOILERS, &c.—(Letter for record S) 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 lbs.

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

PLANS. Are approved plans forwarded herewith for Shafting 17-7-39 Main Boilers 14-5-43 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.

W.R. Evans

Manufacturer.



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 Foundation

During progress of work in shops - - { 1943. Oct 25, Nov. 6, 26, Dec. 3, 10, 11, 13, 14, 21, 22, 30. 1944 Jan 5, 6, 7, 8, 12, 14, 18, 25, 28. Feb. 4, 10, 22, 28. Mar. 14.

Dates of Survey while building { During erection on board vessel - - - { 1944 JAN 7, 21 FEB 10, 26 MAR 22, 23, 24, 28, 30 AP 1. 1943 DEC 23.

Total No. of visits. 36.

Dates of Examination of principal parts—Cylinders 30/2/43 5/1/44 22/2/43 Slides 25/1/44 Covers 20/2/43 5/1/44 22/12/43.

Pistons 28/1/44 Piston Rods 7-1-44 Connecting rods 28/1/44

Crank shaft 18/1/44 Thrust shaft 6-1-44 Intermediate shafts 25/1/44 6/1/44

Tube shaft NONE Screw shaft 21/12/43 Propeller 23/12/43

Stern tube 23/12/43 Engine and boiler seatings 26/2/44 Engines holding down bolts 26/2/44

Completion of fitting sea connections 23/12/43

Completion of pumping arrangements 14/3/44 Boilers fixed 26/2/44 Engines tried under steam 14/3/44 24/3/44

Main boiler safety valves adjusted 1/4/44 Thickness of adjusting washers P 5/16 S 3/8

Crank shaft material F. I. Steel Cp. 455 FW 24/1/43 Journal 933. FW 4/4/43 Thrust shaft material F. I. Steel Identification Mark 487 FW 11.12.43

Intermediate shafts, material F. I. Steel Identification Marks 411. 431. Cp. 9-11-43. Tube shaft, material NONE Identification Mark -

Screw shaft, material F. I. Steel Identification Mark 308. FW 22.9.43. Steam Pipes, material Steel Test pressure 600 PSI Date of Test 10/3/44

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 Yes. If so, state name of vessel "Galway"

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

The machinery of this vessel has been constructed in accordance with the approved Admiralty plans, the specification, and the Society's Rules of tested material supplied by firms approved by the Society.

The workmanship and materials are good.

The machinery and auxiliaries have been fitted on board, and when tried under steam as at 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 and OQ and the notations T 3uy, 13 1/2", 23" 38"-27" 156 NHP 200 lbs./sq" I.S.B. 3 cf G.S. 63. H.S. 2650 F.D.

ADMIRALTY
A/c rendered from London 26.4.44

The amount of Entry Fee	£	39 - 0	When applied for, 6 APR 1944
LMC Special	£	36	
SPECIFICATION Donkey Boiler Fee	£		When received, 19
Travelling Expenses (if any)	£		

W. S. Shields & J. P. ...
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute WED. 19 APR 1944

Assigned FLMC 4.4.44 J.D. O.G.



Certificate to be sent to... (The Surveyors are requested not to write on or below the space for Committee's Minute.)