

RECEIVED

No. 52382.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

6 APR 1944

Received at London Office.

111 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)
on the H.M. TRAWLER Tons { Gross 458.6
Net 143.9
Built at BEVERLEY By whom built Cork Wilson & Gurneys 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 Crank webs Mid. length breadth Thickness parallel to axis 4 3/4
as fitted 7 7/8 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 Screw Shaft, diameter as per Rule 8.2 Is the screw shaft fitted with a continuous liner No
as fitted Thickness between bushes as per Rule
Bronze Liners, thickness in way of bushes as fitted 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
at of yes If so, state type hollow 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 Donkey
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, 15kehold 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 lining
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 space 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 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?
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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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 30/12/43 5/1/44 22/2/43 Slides 25/1/44 Covers 30/12/43 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 Identification Mark 107 FW 109 Thrust shaft material F. I. Steel Identification Mark 487 FW 11-12-43

Intermediate shafts, material F. I. Steel Identification Marks 41-1-43 43-1-43 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 PSIA 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 Calway

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 34, 13 1/2, 23 38-27 156 NHP 200 lbs./sq. 1.3.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 : When received, 19

SPECIFICATION Donkey Boiler Fee ... £ : 19

Travelling Expenses (if any) £ : 19

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.



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