

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

18 AUG 1941

Date of writing Report 19 When handed in at Local Office 10 Port of 10

No. in Survey held at Reg. Book. 10667 on the Steam Trawler INCHCOLM Date, First Survey 3.2.41 Last Survey 25.7.1941
(Number of Visits 33) Tons { Gross 452 Net 144

Built at BEVERLEY. By whom built Messrs. Cook Welton & Gemmell Yard No. 676. When built 1941-7

Engines made at HULL By whom made Messrs. Chas. D. Holmes & Co. Engine No. 1588. When made 1941-7

Boilers made at HULL By whom made Messrs. Chas. D. Holmes & Co. Boiler No. 1582 When made 1941-7

Registered Horse Power _____ Owners 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 _____

ENGINES, &c.—Description of Engines Triple Expansion CONTRA Revs. per minute 160

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 3/8" as fitted 7 3/8" Crank pin dia. 7 3/8" Crank webs Mid. length breadth _____ Thickness parallel to axis 4 1/16"
as fitted 7 3/8" Mid. length thickness _____ shrunk Thickness around eye-hole 3 5/16"

Intermediate Shafts, diameter as per Rule 7.15" as fitted 7 1/4" Thrust shaft, diameter at collars as per Rule 7.5" as fitted 7 3/8"

Tube Shafts, diameter as per Rule _____ as fitted _____ Screw Shaft, diameter as per Rule 8.2" as fitted 8 1/8" Is the shaft filled with a continuous liner { No

Bronze Liners, thickness in way of bushes as per Rule _____ as fitted _____ Thickness between bushes as per Rule _____ as fitted _____ Is the after end of the liner made watertight in the propeller boss ✓ 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 ✓

Propeller, dia. 105" Pitch 9'-4" No. of Blades 3 Material C.I. whether Moveable Solid Total Developed Surface 30 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 4" x 6" x 12" Weirs. Pumps connected to the Main Bilge Line { No. and size One 6" x 5 1/2" x 15" Weirs.
How driven Independent Steam How driven Independent Steam Also Down to R.

Ballast Pumps, No. and size _____ 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 @ 3 1/2" dia Strokehold 2 @ 2" dia.

In Pump Room None In Holds, &c. One @ 2" dia in each of the following:—Fore peak
Chain locker Asoic space Magazine spirit sea Bunker. Shaft space aft 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 W.L.

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 Casings

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

Which Boilers are fitted with Forced Draft All Which Boilers are fitted with Superheaters None

No. and Description of Boilers One SB. 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 17-7-39 Auxiliary Boilers None Donkey Boilers None
(If not state date of approval)

Superheaters _____ 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.

Manufacturer.



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Foundation

014974 - 014983 - 0341

NOTE.—The records which do not apply should be deleted.

5c.2.41. T. (MADE IN ENGLAND.)

During progress of work in shops - - ¹⁹⁴¹ Dec. 3, 17, 18, 19, Apr. 11, 15, 21, 28, May 9, 12, 14, 16, 23, 26, 28, 30, 31, June 5, 13, 15, 16, 17, 23, 24, July 2, 11, 14, 15, 17, 21, 24, 25, 28, 29

Dates of Survey while building - - -

Total No. of visits 250 33

Dates of Examination of principal parts - Cylinders 26/5/41 Slides 5-6-41 Covers 26/5/41 2/4/41

Pistons 9/5/41 Piston Rods 9/5/41 Connecting rods 30/5/41

Crank shaft 28-5-41 Thrust shaft 15-4-41 Intermediate shafts 28-4-41

Tube shaft - Screw shaft 19-2-41 Propeller 31-5-41

Stern tube 18-2-41 Engine and boiler seatings 18-2-41 Engines holding down bolts 24-6-41

Completion of fitting sea connections 18-2-41

Completion of pumping arrangements 15-7-41 Boilers fixed 24-6-41 Engines tried under steam 29-7-41

Main boiler safety valves adjusted 15-7-41 Thickness of adjusting washers P. 3/8" S. 13/32"

Crank shaft material M.S. Comply 4810 JOURNALS 4811 Identification Mark 1-4-41 Thrust shaft material M.S. Identification Mark 4812 4814 1-4-41

Intermediate shafts, material M.S. 4813-4814 4814 Identification Marks 1-4-41 Tube shaft, material ✓ Identification Mark ✓

Screw shaft, material M.S. 4509 4509 Identification Mark 24-1-41 Steam Pipes, material Steel Test pressure 600 lb Date of Test 2/7/41

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 H M T BIRCH.

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

The Machinery of this vessel has been constructed & fitted on board in accordance with the approved Admiralty plans, the Specifications & the Society's Rules. The workmanship & material are good and when tried at as near full power as practicable in the basin it was found satisfactory in every respect.

The vessel is eligible, in our opinion, when classed to have the records of L.M.C. 4.41 + O.G. & the notation of T. 3 Cy 13 1/2 - 23 - 38 - 27

156 186 NH. 200 lbs 15.3 3 of G.S. 63 H.S. 2650. F.P.

The amount of Entry Fee ... £ : : When applied for, 14.8.1941

Special ... £ 75 : 0 : When received,

Donkey Boiler Fee ... £ : : 19

Travelling Expenses (if any) £ : : 19

John H. Johnson
 Engineer Surveyor to Lloyd's Register of Shipping.

TUE, 19 AUG 1941

Committee's Minute

Assigned + L.M.C. 7.41



The Surveyors are requested not to write on or below the space for Committee's Minute.