

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office APR - 3 1940

Date of writing Report 1.4.40 When handed in at Local Office 1.4.40 Port of Aberdeen

No. in Survey held at Aberdeen Date, First Survey 17.4.39 Last Survey 28.3.1940

Reg. Book. "BOIS ROSE" (Number of Visits 58) Tons {Gross 1373.88 Net 837.38

on the

Built at Aberdeen By whom built Hall Russell & Co Ltd Yard No. 751 When built 1940

Engines made at Aberdeen By whom made Hall Russell & Co Ltd Engine No. 751 When made 1940

Boilers made at Aberdeen By whom made Hall Russell & Co Ltd Boiler No. 751 When made 1940

Registered Horse Power Owners Societe anonyme Les Pêcheries de Fécamp Port belonging to Fécamp

Com. Horse Power as per Rule 207 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which Vessel is intended Fishing

ENGINES, &c.—Description of Engines Double compound Semi-Unionflow Revs. per minute 110

Dia. of Cylinders 2 @ 15" 2 @ 32" Length of Stroke 32" No. of Cylinders 4 No. of Cranks 4

Crank shaft, dia. of journals as per Rule 10.12" Crank pin dia. 10.14" Crank webs Mid. length breadth 15.3/4" Thickness parallel to axis 6.1/2"

as fitted 10.14" Mid. length thickness 6.1/2" Thickness around eye-hole 4.1/2"

Intermediate Shafts, diameter as per Rule 9.3/4" Thrust shaft, diameter at collars as per Rule 10.12"

as fitted 9.3/4" as fitted 10.14"

Tube Shafts, diameter as per Rule 10.69" Is the shaft fitted with a continuous liner Yes

as fitted 10.3/4" as fitted 10.3/4" Is the screw fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule .623" Thickness between bushes as per Rule 1/2" Is the after end of the liner made watertight in the

as fitted 11/16" as fitted 1/2"

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

shaft Yes If so, state type Oil Gland Length of Bearing in Stern Bush next to and supporting propeller 3'-9"

Propeller, dia. 12'-6" Pitch 11'-6" No. of Blades 4 Material Brass whether Moveable No Total Developed Surface 54 1/2 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 18" Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 3/4" Stroke 18" Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size One 7 1/2" x 5" x 6" Duplex pumps connected to the { No. and size One 5 1/2" x 7 1/2" x 12" (Simplex) 2 "Ejector"

{ How driven One Steam Main Bilge Line { How driven One 5 1/2" x 5" x 6" (Duplex) Steam

Ballast Pumps, No. and size One 5 1/2" x 7 1/2" x 12" (Simplex) Lubricating Oil Pumps, including Spare Pump, No. and size 1

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 Two - 2 1/2" dia.

In Pump Room Frühholz In Holds, &c. One 2" Stoveron One 2" Goffard One 3"

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 2 1/2" 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 Yes How are they protected Yes

What pipes pass through the deep tanks Yes 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 Yes Is it fitted with a watertight door Yes worked from Yes

MAIN BOILERS, &c.—(Letter for record Yes) Total Heating Surface of Boilers 3240 sq. ft.

Which Boilers are fitted with Forced Draft Both Which Boilers are fitted with Superheaters Both

No. and Description of Boilers Two - Single-ended Working Pressure 215 lbs/sq. in 15 Kilos

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 Yes Main Boilers Yes Auxiliary Boilers No Donkey Boilers No

(If not state date of approval)

Superheaters Yes General Pumping Arrangements Yes 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 2 Piston rods. 1 air pump ram. 2 feed pump rams. 1 propeller

1 pair bottom end brasses. 1 pair top end brasses.

also spares for Oil burning equipment and superheaters.

The foregoing is a correct description.

FOR HALL, RUSSELL & CO., LTD.

John Murray SECRETARY

Manufacturer.



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Lloyd's Register Foundation

FW1044-0015

1939/ April 17th May 4th 10th 15th 31st June 8th 15th 23rd 26th July 3rd 12th 26th Aug. 3rd 7th 21st Sept 1st 4th 12th
During progress of work in shops -- 1940/ Jan 4th 5th 8th 10th 16th 18th 25th July 3rd
1939/ Nov 14th 20th 1940/ Jan 10th 29th July 8th 13th 14th 15th 27th August 11th 18th 19th 28th

Dates of Survey while building

During erection on board vessel

Total No. of visits 58.

Dates of Examination of principal parts—Cylinders 3-10-39 Slides 11-10-39 Covers 3-10-39
Pistons 11-10-39 Piston Rods 11-10-39 Connecting rods 12-9-39
Crank shaft 23-6-39 Thrust shaft 22-11-39 Intermediate shafts ✓
Tube shaft ✓ Screw shaft 22-11-39 Propeller 22-11-39
Stern tube 20-11-39 Engine and boiler seatings 14-11-39 Engines holding down bolts 27-12-39
Completion of fitting sea connections 14-11-39

Completion of pumping arrangements 15-2-40 Boilers fixed 27-12-39 Engines tried under steam 19-3-40
Main boiler safety valves adjusted 14-2-40 Thickness of adjusting washers P. { P = 3/16" S = 3/32" Super = 3/16" S { P = 5/16" S = 1/4" Super = 5/16"

Crank shaft material Mild Steel Identification Mark 4296 Thrust shaft material Mild Steel Identification Mark 4477
Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material Mild Steel Identification Mark 4476 Steam Pipes, material S.D. Steel Test pressure 645 lb/sq. in. Date of Test 19-3-40

Is an installation fitted for burning oil fuel Yes Is the flash point of the oil to be used over 150°F. Yes
Have the requirements of the Rules for the use of oil as fuel been complied with Yes

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 ✓

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery of this vessel has been constructed under Special Survey in accordance with the Rules and approved plans.
The materials and workmanship are good.
The engine and boilers have been securely fitted and tested under power and found satisfactory, and is eligible in my opinion to be classed in the Register Book and to have record of survey at L.M.C. 3.40 and the notation of T.S.C.L.
Fitted for Oil Fuel 3.40. F.P. above 150°F.

Internal Certificate issued. Copy of same attached

The amount of Entry Fee ... £ 4 : - : When applied for,
Special ... £ 51 : 15 : 1.4.1940
Donkey Boiler Fee ... £ : : : When received,
Travelling Expenses (if any) £ : : : 8/4/40

J. A. Avery & D. K. Keller
Engineer Surveyors to Lloyd's Register of Shipping.

Committee's Minute TUE. 9 APR 1940
Assigned + Amb 3.40 J.D., C.L.
Fitted for oil fuel 3.40
F.P. above 150°F

