

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

APR - 3 1940

Date of writing Report

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

28-31940

Reg. Book.

"BOIS ROSE"(Number of Visits 58)1373.88

on the

1373.88

Built at

Aberdeen

By whom built

Hall Russell & Co Ltd

Yard No.

751

Tons

837.38

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

207

Owners

Societe Anonyme Les Pêcheries de Fécamp

Nom. 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-Uniflow

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 Rule10.12"

Crank pin dia.

10.14"

Crank webs

15.34"

Mid. length breadth

6.12"

Thick. parallel to axis

4.12"

Intermediate Shafts, diameter

as per Rule10.12"

Thrust shaft, diameter at collars

as per Rule10.14"

Tube Shafts, diameter

as per Rule10.69"

Screw Shaft, diameter

as per Rule10.14"

Is the shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule11/16"

Thickness between bushes

as per Rule1/2"

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

shaft

Yes

If so, state type

Yes

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. ft.

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

No. and size

One 7 1/2" x 5" x 6" Duplex

Pumps connected to the

Main Bilge Line

No. and size

One 5 1/2" x 7 1/2" x 12" (Simplex)

How driven

Steam

Ballast

No. and size

One 5 1/2" x 7 1/2" x 12" (Simplex)

Lubricating Oil Pumps, including Spare Pump, No. and size

2

How driven

Steam

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

Yes

In Holds, &c.

One 2" Sparrow One 2" Goffard One 3"

In Hold.

Yes

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?

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

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 propeller1 pair bottom end brasses. 1 pair top end brasses.also spare for oil burning equipment and superheaters.

The foregoing is a correct description.

FOR HALL, RUSSELL & CO., LTD.

Manufacturer.



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Lloyd's Register
Foundation

W1044-0015

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 -- 26th 27th Oct 2nd 3rd 11th 16th 25th Nov 1st 13th 22nd 23rd 24th 29th Dec 4th 11th 18th 22nd 27th 29th
 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 1st week 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 ✓ 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 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
 continued 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 the vessel, 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 L.M.C. 3.40
 and the notation of T.S.C.L.
 Fitted for Oil Fuel 3.40. F.P. above 150°F.

Interim 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

Committee's Minute

TUE. 9 APR 1940

Assigned

+ Amb 3.40 J.D., C.L.
 J.H. 3.40
 J.H. 3.40
 J.H. 3.40

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



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