

Rpt. 4.

No. 52212.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.

Date of writing Report

28-10-43

When handed in at Local Office

11 NOV 1943

Port of HULL

Date, First Survey

4. 5. 43

Last Survey

1. 11. 19 43

Reg. Book

"GULLAND"

(Number of Visits 59)

Tons { Gross 452

Net 144

on the H.M. TRAWLER

Built at BEVERLEY

By whom built

Carr Weller & Gemmell & Co

Yard No. 719

When built 1943

Engines made at HULL

By whom made

Chas. D. Hume & Co

Engine No. 1659

When made

Boilers made at W. HARTLEPOOL

By whom made

Charles Marie F.W.

Boiler No. R. 364

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

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 1/8

Crank webs

Mid. length breadth

Thrust shaft, diameter at collars

as per Rule 7.5

Thrust shaft, diameter at collars

as fitted 7 7/8

Intermediate Shafts, diameter

as per Rule 7.15

as fitted 7 1/4

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 8.2

as fitted 8 1/4

Is the { tube screw } shaft fitted with a continuous liner

No

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

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

If so, state type

NEWARK

Length of Bearing in Stern Bush next to and supporting propeller

36 1/2

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 { No. and size One 4 x 6 x 12 Weirs

Pumps connected to the

No. and size One 6 x 5 1/2 x 15 Weirs

Pumps { How driven Independent Steam

Main Bilge Line

How driven Independent steam

also DOWNTON.

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.

Stokehold 2 @ 2" dia.

In Pump Room

None

In Holds, &c.

one @ 2" dia.

in each of the following:

forepeak, chain locker, Andie space, magazine, Spirit Room, Bunkers, Shaft space, after peak

Main Water Circulating Pump Direct Bilge Suctions, No. and size

No. and size One at 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 Tunnel watertight

Yes

Is it fitted with a watertight door

No access from flat above

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

Total Heating Surface of Boilers

2650 ft²

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

17-7-39

Auxiliary Boilers

None

Donkey Boilers

None

Superheaters

None

General Pumping Arrangements

17-10-39

Oil fuel Burning Piping Arrangements

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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Lloyd's Register Foundation

W1071-0101

GULLAND.

1943
 During progress of work in shops -- May 4. 14. 21. June 11. 19. 25. July 2. 8. 9. 12. 14. 15. 20. 21. 23. Aug. 6. 13. 21. 23. 24. 30. Sept 1. 2. 3. 4. 10. 14. 15.
 18. 21. 23. 24. 25. Oct 6. 14. 15. 18.
 Dates of Survey while building During erection on board vessel --- 1943 JULY 23. SEP 9, 23, 24, OCT 6, 7, 8, 12, 13, 14, 18, 19, 22, 25, 26, 27, 28, 29, 30
 Nov 1
 Total No. of visits 59.

Dates of Examination of principal parts—Cylinders 2/9/43. 1/9/43. 30/8/43. Slides 4/9/43. Covers 2/9/43. 1/9/43. 30/8/43.
 Pistons 22/9/43. Piston Rods 19/9/43. Connecting rods 18/9/43.
 Crank shaft 15.9.43. Thrust shaft 14.9.43. Intermediate shafts 7/9/43. 20/7/43.
 Tube shaft None. Screw shaft 21-7-43. Propeller 24.9.43.
 Stern tube 23.7.43. Engine and boiler seatings 23.9.43. Engines holding down bolts 14.10.43.
 Completion of fitting sea connections 23.7.43.
 Completion of pumping arrangements 22.10.43. Boilers fixed 14.10.43. Engines tried under steam 22.10.43.
 Main boiler safety valves adjusted 22.10.43. Thickness of adjusting washers 3/8" 5/8".
 Crank shaft material F.1. Steel Identification Mark 896.F.W. 26.4.43.
 Intermediate shafts, material F.1. Steel Identification Mark 848.F.W. 15/5/43.
 Screw shaft, material F.1. Steel Identification Mark 2026.1.B.G. 24.6.43.
 Steam Pipes, material Steel Test pressure 600 lb/sq. in. Date of Test 14/10/43.
 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 ✓
 Is this machinery duplicate of a previous case Yes If so, state name of vessel HMT. "ROSEVEAN"
 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 & the Society's Rules, of tested materials supplied by firms approved by the Society. The workmanship & materials are good.

The machinery and auxiliaries have been fitted aboard and when tried under steam at as 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 11.43. and O.G. and the notations T 3 Cy. 13 1/2", 23", 38" - 27" 156 NHP. 200 H.P. 15.B. 3.C.f. G.S. 63. HS 2650 F.D.

See also West Hartlepool Rpt N° 18455.

The amount of Entry Fee ... £ 21 : 6 : When applied for, 1 NOV 1943
 CLASSIFICATION Special ... £ 36 : 0 :
 SPECIFICATION Donkey Boiler Fee ... £ : : When received,
 Travelling Expenses (if any) £ : : 19

Committee's Minute

Assigned

+ LMC 11.43

FD. OG

ADMIRALTY.

A/c rendered from London 22. 11. 43.

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

FRI. 19 NOV 1943



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