

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.

1919 When handed in at Local Office 4 MAY 1943 Port of HULL 5 MAY 1943  
No. in Survey held at HULL Date, First Survey 22.9.42. Last Survey 18.4.1943  
Reg. Book (Number of Visits 60)  
on the H.M. TRAWLER FERRING Tons { Gross 392  
Net 128  
Built at SELBY By whom built Cichane & Sons Ltd Yard No. 1260 When built 1943  
Engines made at HULL By whom made Amos & Smith Ltd Engine No. 718 When made  
Boilers made at HULL By whom made Amos & Smith Ltd Boiler No. 718 When made  
Registered Horse Power Owners Admiralty Port belonging to  
om. Horse Power as per Rule 125 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
ade for which vessel is intended Government Service

GLINES, &c.—Description of Engines Triple Expansion Revs. per minute 115.  
ia. of Cylinders 13 1/2, 24, 39 Length of Stroke 27 No. of Cylinders 3 No. of Cranks 3  
ank shaft, dia. of journals as per Rule 7.65 Crank pin dia. 8 Crank webs Mid. length breadth — Thickness parallel to axis 5  
as fitted 8 Crank webs Mid. length thickness — shrunk Thickness around eye-hole 3 1/16  
Intermediate Shafts, diameter as per Rule 7.3 Thrust shaft, diameter at collars as per Rule 7.65  
as fitted 7 3/4 as fitted 8  
be Shafts, diameter as per Rule — Screw Shaft, diameter as per Rule 8.152 Is the {tube} shaft fitted with a continuous liner {Yes  
as fitted — as fitted 8 1/2 {screw}  
onze Liners, thickness in way of bushes as per Rule 9/16 Thickness between bushes as per Rule 19/32 Is the after end of the liner made watertight in the  
as fitted 19/32 as fitted 19/32  
opeller boss Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner One length.  
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 —  
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 No If so, state type — Length of Bearing in Stern Bush next to and supporting propeller 2'-11 1/16"  
opeller, dia. 10'-3" Pitch 10'-9" No. of Blades 4 Material C.I. whether Moveable Solid Total Developed Surface 39 1/2 sq. feet  
ed Pumps worked from the Main Engines, No. One Diameter 3" Stroke 15" Can one be overhauled while the other is at work (over 9)  
ge Pumps worked from the Main Engines, No. One Diameter 3" Stroke 15" Can one be overhauled while the other is at work "  
eed { No. and size One 6" x 4 1/2" x 6" Duplex Pumps connected to the { No. and size 6" x 4 1/2" x 6" Duplex 3" Ejector?  
mps { How driven Independent Mean Main Bilge Line { How driven Independent Mean 3" Ejector?  
llast Pumps, No. and size None Lubricating Oil Pumps, including Spare Pump, No. and size None  
e two independent means arranged for circulating water through the Oil Cooler None Suctions, connected to both Main Bilge Pumps and Auxiliary  
lge Pumps:—In Engine and Boiler Room 2 @ 2" Dia and One 3" Ejector (See below) In Holds, &c. One @ 2" Dia in each of the following:—  
Pump Room — and Ballast Space, ASOLIC Rm. After Ballast Space, Magazine, Magazine Adbly, Spirit Room.  
in Water Circulating Pump Direct Bilge Suctions, No. and size One @ 6" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
and size One 3" Steam Ejector. Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes  
e 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 Bilges  
e all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Yes  
e 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  
e 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  
hat Pipes pass through the bunkers NONE How are they protected —  
hat pipes pass through the deep tanks NONE Have they been tested as per Rule —  
e all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes  
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  
partment to another Yes Is the Shaft Tunnel watertight NONE Is it fitted with a watertight door — worked from —

IN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 1873.4  
Which Boilers are fitted with Forced Draft All Which Boilers are fitted with Superheaters NONE  
and Description of Boilers One S.B. Working Pressure 210.28 lb/sq. in.  
A REPORT ON MAIN BOILERS NOW FORWARDED? Yes  
A DONKEY BOILER FITTED? No If so, is a report now forwarded? —  
the donkey boiler be used for domestic purposes only —  
ANS. Are approved plans forwarded herewith for Shafting 13-8-41 Main Boilers 13-8-41 Auxiliary Boilers None Donkey Boilers None  
(If not state date of approval)  
perheaters NONE General Pumping Arrangements 16-6-41 Oil fuel Burning Piping Arrangements NONE

## SPARE GEAR.

Water Capacity is the spare gear required by the Rules been supplied Yes  
Tons. the principal additional spare gear supplied See attached list.

The foregoing is a correct description.

For AMOS &amp; SMITH LTD.

Manufacturer.

DIRECTOR.



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Lloyd's Register  
Foundation

W321-0113



HERRING.

Dates of Survey while building  
 During progress of work in shops -- 1942. Sept 22, 26, 29. Oct 2, 7, 16, 24. Nov. 26, 29, 30. Dec. 2, 4, 7, 12, 18, 22, 29, 31.  
 1943 Jan 5, 7, 8, 14, 18. Feb. 26. Mar 3, 9, 11, 13, 17, 18, 19, 24, 26, 30. Apr. 2, 10, 12, 18.  
 During erection on board vessel -- 1942 Dec 4, 18, 29. 1943 Feb 26. MAR 3, 5, 8, 9, 11, 13, 17, 18, 19, 24, 26, 30.  
 Apr. 2, 10, 12, 18.  
 Total No. of visits 60.

Dates of Examination of principal parts—Cylinders 27/11/42. 30/11/42 2/12/42. Slides 2-10-42. Covers 27/11/42. 30/11/42 2/12/42.  
 Pistons 7-12-42. Piston Rods 26-9-42. Connecting rods 7/12/42.  
 Crank shaft 31-12-42. Thrust shaft 26-9-42. Intermediate shafts 7/10/42.  
 Tube shaft None. Screw shaft 29-9-42. Propeller 4.12.42. 18.12.42.  
 Stern tube 4.12.42. Engine and boiler seatings 26.2.43. Engines holding down bolts 8.3.43.  
 Completion of fitting sea connections 18.12.42.  
 Completion of pumping arrangements 24.3.43. Boilers fixed 5-3-43. Engines tried under steam 24.3.43. 12.4.43.  
 Main boiler safety valves adjusted 24.3.43. Thickness of adjusting washers P 13/32" S 3/8"  
 Crank shaft material F.1. Steel (15-31). Identification Mark 134.F.W. 2 3/4". Thrust shaft material F.1. Steel Identification Mark 161.F.W. 2 3/4".  
 Intermediate shafts, material F.1. Steel Identification Marks 133.F.W. 1 5/8". Tube shaft, material None. Identification Mark —  
 Screw shaft, material F.1. Steel Identification Mark 160.F.W. 2 3/4". Steam Pipes, material Steel Test pressure 630 lb Date of Test 18.3.43  
 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 H.M.T. GRAYLING.

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

The Machinery of the Vessel has been constructed under Special Survey in accordance with approved plans, the Rules, Specification, and Admiralty requirements. of good materials and workmanship.

The Machinery has been fitted aboard under Special Survey and when tried under steam at a sea full power as practicable in the basin, was found satisfactory in every respect.

It is eligible, in our opinion, to have the records Lmc 4,43. C.L. and the Notation of T.3 by 13 1/2, 24, 39. — 27. 210 lbs 1/2". NHP125. G.S. 50. H.S. 1873. F.D.

Certificate to be sent to

The amount of Entry Fee ... £ : : When applied for, 19  
 Special ... £ 62 : - : MAY 1943  
 Donkey Boiler Fee ... £ : : When received,  
 Travelling Expenses (if any) £ : : 19

Committee's Minute

Assigned

TUES. 11 MAY 1943

+ LMC 4.43

FD CH

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



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