

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office. 7 DEC 1943

Date of writing Report

When handed in at Local Office

6 DEC 1943

Port of

HULL

Date of writing Report

5-11-43

No. in Survey held at

HULL

Date, First Survey

20. 3. 43.

Last Survey

23. 11. 1943.

Reg. Book

(Number of Visits. 51.)

on the H.M. Trawler

GILLSTONE

Tons Gross 452

Net 144

Built at SELBY

By whom built Lochrane & Sons Ltd

Yard No. 1271

When built 1943

Engines made at HULL

By whom made Amos & Smith Ltd

Engine No. 729

When made

Boilers made at HULL

By whom made Amos & Smith Ltd

Boiler No. 729

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

14th Service

ENGINES, &c.—Description of Engines

Triple Expansion

CONTRACT 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

as fitted 7 7/8

Crank pin dia. 7 7/8

Crank webs

Mid. length breadth

Thickness parallel to axis 4 13/16

Intermediate Shafts, diameter

as per Rule 7.5

as fitted 7 1/4

Thrust shaft, diameter at collars

as per Rule 7.5

as fitted 7 7/8

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

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

at of Yes If so, state type NEWARK

Length of Bearing in Stern Bush next to and supporting propeller 36 1/2

Propeller, dia. 105"

Pitch 9 1/4"

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

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 Long room 2 @ 2" dia, one at 3 1/2" dia Stakehold 2 @ 2" dia.

In Pump Room None

In Holds, &c. One @ 2" dia in each of the following:—

forepeak, chain locker, Arctic place, magazine, spirit room, bunker, shaft space & after 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

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

Are all Sea Connections fitted direct on the skin of the ship

Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stakehold plates

Are the Overboard Discharges above or below the deep water line

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

Are the Blow Off Cocks fitted with a spigot and brass covering plate

What Pipes pass through the bunkers Feed tank suction

How are they protected Wood casing

What pipes pass through the deep tanks

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

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

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

MAIN BOILERS, &c.—(Letter for record)

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 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?

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

None

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.

A.S. Kendley
DIRECTOR

Manufacturer.



© 2020

Lloyd's Register
Foundation

w992-0202

GILLSTONE.

PILLARS

During progress of work in shops - - - 1943. Mar. 20. May 5. June 25. July 5. 12. Aug 10, 11, 14. Sept 1. 10. 13. 15. 16. Oct 2. 13. 18. 23. 24. Nov. 3.

Dates of Survey while building - - - 1943 JUL 12, 27. AUG 6, 18. SEP 18, 28. OCT 6, 13, 15, 18, 19, 22, 25, 26, 27, 28. NOV. 1, 2, 3, 5, 8, 9, 10, 11, 12, 15, 16, 19, 21, 22, 23.

Total No. of visits 51.

Dates of Examination of principal parts - Cylinders 13/9/43. 16/9/43. Slides 4-10-43. Covers 13/9/43. 16/9/43.

Pistons 14.8.43 Piston Rods 5/7/43. Connecting rods 11/8/43.

Crank shaft 25/6/43. Thrust shaft 5/5/43. Intermediate shafts 25/6/43. 5/7/43.

Tube shaft None. Screw shaft 10.8.43. Propeller 28.9.43.

Stern tube 12/7/43. Engine and boiler seatings 18.9.43. Engines holding down bolts 18.10.43.

Completion of fitting sea connections 12.7.43.

Completion of pumping arrangements 12.11.43. Boilers fixed 18.10.43. Engines tried under steam 5.11.43. 12.11.43.

Main boiler safety valves adjusted 5/11/43. Thickness of adjusting washers P 4 5 11/32".

Crank shaft material F.I. Steel. Identification Mark 1074.T.T. 26/11/43. Thrust shaft material F.I. Steel Identification Mark 1135.T.T. 26/11/43.

Intermediate shafts, material F.I. Steel. Identification Marks 1087.T.T. 26/11/43. Tube shaft, material None Identification Mark -

Screw shaft, material F.I. Steel. Identification Mark 1074.T.T. Steam Pipes, material Steel Test pressure 600 lb Date of Test 22/2/43 3/11/43.

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 "GULLAND"

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

The machinery of the Vessel has been constructed in accordance with the approved Admiralty plans, the Specification, and the Society's Rules, of tested materials supplied by firms approved by the Society.

The workmanship and 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 * L.M.C. and O.R. and the notations T. 3. G. 13 1/2", 23", 38" - 27" 156 NHP. 200 lb. I.S.B. 3 cf G.S. 63. H.S. 2650 F.D.

The amount of Entry Fee ... £ 39 - 0 : When applied for, 6 DEC 1943

Special CLASS ... £ 36 - 0 : When received, 19

Donkey Boiler Fee ... £ :

Travelling Expenses (if any) £ :

ADMIRALTY
A/c rendered from
London 18.9.43

W. Shields

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 14 DEC 1943

Assigned + LMC 11.43