

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office. 13 DEC 1944

When handed in at Local Office. 12 DEC 1944

Port of HULL

Date, First Survey 6.11.43. Last Survey 3.12.1944.

(Number of Visits 64)

on the STEAM TUG ENFORCER A/MS 792 Tons { Gross 762.24  
Net 77.82

built at SELBY By whom built Cochrane & Sons Ltd Yard No. 1288 When built 1944

Engines made at HULL By whom made Chas. D. Holmes & Co Engine No. 1680 When made

Boilers made at HULL By whom made Chas. D. Holmes & Co Boiler No. 1680 When made

Registered Horse Power Owners The Admiralty Port belonging to

Horse Power as per Rule 269 ✓ Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

For Towing Services.

S, &c.—Description of Engines TRIPEX EXPANSION. CONTRACT Revs. per minute 120.

Cylinders 18", 29½", 49" Length of Stroke 34" No. of Cylinders 3 No. of Cranks 3

as per Rule 10.09" Mid. length breadth — Thickness parallel to axis 6 5/8"

dia. of journals as fitted 10½" Crank pin dia. 10½" Crank webs shrunk Thickness around eye-hole 4 5/8"

as per Rule 9.6" Mid. length thickness —

iate Shafts, diameter as fitted 9 7/8" Thrust shaft, diameter at collars as per Rule 10.09"

as fitted 10 1/4"

as per Rule — as fitted None Screw Shaft, diameter as per Rule 11.037"

as fitted 11 1/2" Is the {tube} shaft fitted with a continuous liner {No.}

as per Rule — as fitted — Thickness between bushes as per Rule —

Is the after end of the liner made watertight in the boss Yes.

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner. —

er 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. —

ners 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

Yes. If so, state type NEWARK OIL GLAND Length of Bearing in Stern Bush next to and supporting propeller 3'-10 1/2"

dia. 11'-10 1/2" Pitch 12'-0". No. of Blades 4. Material C.I. whether Moveable Solid. Total Developed Surface 53 sq. feet

mps worked from the Main Engines, No. None Diameter — Stroke — Can one be overhauled while the other is at work. —

mps worked from the Main Engines, No. Two Diameter 3 1/4" Stroke 18 1/2" Can one be overhauled while the other is at work. Yes.

No. and size Two Weir 6" x 8 1/2" x 18". One Duplex 7" x 5" x 6" {No. and size One 7" x 7" x 8" Duplex 3" Ejector

How driven Independent Steam Main Bilge Line {How driven Independent Steam 8" Steam

Pumps, No. and size One 7" x 7" x 8" Duplex Lubricating Oil Pumps, including Spare Pump, No. and size None

independent means arranged for circulating water through the Oil Cooler None Suctions, connected to both Main Bilge Pumps and Auxiliary

pumps:—In Engine and Boiler Room 2 @ 2 1/2" 2 @ 3" Steam Ejector 3 @ 1 1/2" in Gutters

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

2 Peak, Wave Ballast. Port & Star & Apr Peak

Water Circulating Pump Direct Bilge Suctions, No. and size One @ 7" Independent Power Pump Direct Suctions to the Engine Room Bilges,

size One 3" Steam Ejector Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes. Yes.

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.

Sea Connections fitted direct on the skin of the ship. VALVES. Are they fitted with Valves or Cocks. B At.

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.

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.

Pipes pass through the bunkers. None How are they protected. —

pipes pass through the deep tanks. None Have they been tested as per Rule. —

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times. Yes.

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

tment to another. Yes. Is the Shaft Tunnel watertight. None Is it fitted with a watertight door. — worked from. —

BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 4300 sq. ft.

Boilers are fitted with Forced Draft. ALL. Which Boilers are fitted with Superheaters. None

Description of Boilers Two S.B. Working Pressure 220 lb/sq. in.

REPORT ON MAIN BOILERS NOW FORWARDED? Yes.

DONKEY BOILER FITTED? No.

If so, is a report now forwarded? —

donkey boiler be used for domestic purposes only. —

NS. Are approved plans forwarded herewith for Shafting 6-5-43. Main Boilers 15-3-43. Auxiliary Boilers — Donkey Boilers —

(If not state date of approval)

General Pumping Arrangements 28-6-43. Oil fuel Burning Piping Arrangements 6-10-43.

## SPARE GEAR.

spare gear required by the Rules been supplied. Yes.

the principal additional spare gear supplied.

As per Specification.

The foregoing is a correct description.

CHARLES D. HOLMES & CO., LTD.

W. R. Evans

Manufacturer.



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Lloyd's Register  
Foundation

002916-002922-0095



1944.  
 1943. Nov. 6. Jan. 18. Feb. 3. 8. Apr. 20. 28. May 5. 12. 19. 25. 26. June 2. 5. 9. 16. 23. 29. 30.  
 July 5. 10. 13. 15. 17. 19. 20. 22. 24. Aug 10. 11. 25. 30. 31. Sept 1. 8. 19. 22. Oct 4. 26. Nov. 6.  
 1944 AP 18 JUN 29 JUL 21, 26 SEP 1, 12 OCT 3, 20, 27, 31 NOV 1, 3, 10, 13, 17, 20, 21, 23  
 Dec. 1. 2. 3.  
 Total No. of visits 64.

Dates of Examination of principal parts—Cylinders 22/4/44. 19/7/44. 27/7/44. Slides 31/8/44. Covers 22/7/44. 19/7/44. 27/7/44.  
 Pistons 19/4/44. Piston Rods 17/8/44. Connecting rods 8/9/44.  
 Crank shaft 30/8/44. Thrust shaft 19-7-44. Intermediate shafts 5-7-44.  
 Tube shaft — Screw shaft 29-6-44. Propeller 21-7-44.  
 Stern tube 29-6-44. Engine and boiler seatings 26-7-44. Engines holding down bolts 26-10-44.  
 Completion of fitting sea connections 21-7-44.  
 Completion of pumping arrangements 17-11-44. Boilers fixed 20-10-44. Engines tried under steam 17/11/44. 1/12.  
 Main boiler safety valves adjusted 17-11-44. Thickness of adjusting washers F.O.B.L.R. P 13/32 S 3/8. A.F.T.B.L.R. P 13/32 S 5/16.  
 Crank shaft material F.I. Steel Identification Mark 2478 CP. 26/4/44. Thrust shaft material F.I. STEEL Identification Mark NEW 19.  
 Intermediate shafts, material D.O. Identification Marks LLOYDS No 2681, CP, 9-6-44. LLOYDS No 2473 CP, 18-4-44. Tube shaft, material — Identification Mark —  
 Screw shaft, material D.O. Identification Mark LLOYDS No 2473 CP, 18-4-44. Steam Pipes, material STEEL Test pressure 660 lb Date of Test 6/11/44.  
 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 ✓  
 Is this machinery duplicate of a previous case YES If so, state name of vessel STM. TUG ENVOY Hull Rpt. 5246

General Remarks (State quality of workmanship, opinions as to class, &c.)  
 The Machinery of this vessel has been constructed in accordance with the approved plans, the Rules and the Specification, of tested material made from accredited by the Society.  
 The Workmanship and Material are good.  
 The Machinery and Auxiliaries have been fitted on board and were tried at full power under steam in the river and found satisfactory in every respect.  
 The vessel is eligible in our opinion to be classed \* LMC 12,440.G.  
 With notation T. 30 18", 29 1/2", 49" — 34". 269 NHP 220 lb 25 B.  
 6 c.f. H.S. 4300 # F.D.  
 Fitted for Oil fuel. F.P. above 150° F.

Certificate to be sent to

The amount of Entry Fee ... £ 4 : 0 :  
 Special + LMC ... £ 65 : 7 :  
 SPECIFICATION ... £ 16 : 7 :  
 Donkey Boiler Fee ... £ : :  
 Travelling Expenses (if any) £ : :  
 When applied for, 12 DEC 1944  
 When received, 19

FRI. 12 JAN 1945

Committee's Minute

Assigned + LMC 12.44 F.D. O.G.  
 FITTED FOR OIL FUEL. 12.44 FLASH POINT ABOVE 150° F.

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