

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.

Date of writing Report 19 17-8-43. 5. When handed in at Local Office 4 NOV 1943 19 Port of HULL  
 No. in Survey held at HULL Date, First Survey 29. 1. 43 Last Survey 9. 10. 19 43  
 Reg. Book on the Steam Tug ASSIDUOUS 12533 Tons { Gross 597  
 Net ne.  
 Built at SLBY By whom built Acharne & Co. Yard No. 1269 When built 1943.  
 Engines made at HULL By whom made Chas. D. Holmes & Co. Engine No. 1646 When made 1943.  
 Boilers made at HULL By whom made Chas. D. Holmes & Co. Boiler No. 1650 When made 1943.  
 Registered Horse Power Owners Admiralty Port belonging to  
 Nom. Horse Power as per Rule 222 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
 Trade for which vessel is intended Towing Services

ENGINES, &c.—Description of Engines Triple Expansion Contract Revs. per minute 122  
 Dia. of Cylinders 17"-28"-46" Length of Stroke 33" No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 9.46" as fitted 9 5/8" Crank pin dia. 9 5/8" Crank webs Mid. length breadth — Thickness parallel to axis 6 1/8" shrunk  
 as fitted 9 5/8" Mid. length thickness — Thickness around eye-hole 4 5/16"  
 Intermediate Shafts, diameter as per Rule 9.01" as fitted 9 1/4" Thrust shaft, diameter at collars as per Rule 9.46" as fitted 9 5/8"  
 Tube Shafts, diameter as per Rule — as fitted None Screw Shaft, diameter as per Rule 10" as fitted 10 1/4" Is the { tube screw } shaft fitted with a continuous liner { Yes }  
 Bronze Liners, thickness in way of bushes as per Rule .6 as fitted 2 1/32" Thickness between bushes as per Rule .45 as fitted 1 7/32" 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 One length.  
 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 shaft No If so, state type — Length of Bearing in Stern Bush next to and supporting propeller 41 1/2"  
 Propeller, dia. 11'-9" Pitch 12'-0" No. of Blades 4 Material C.I. whether Moveable Solid Total Developed Surface 52 sq. feet  
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 18" Can one be overhauled while the other is at work Yes  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 18" Can one be overhauled while the other is at work Yes  
 Feed Pumps { No. and size One 7"x5"x6" Duplex } Pumps connected to the { No. and size One 7"x7"x8" 23" Steam Hand Pump }  
 { How driven Independent Steam Main Bilge Line } { How driven Independent Prim Ejector } 1 to Cofferdam  
 Ballast Pumps, No. and size One 7"x7"x8" 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 2 @ 2 1/2" 3" Steam Ejector & 4 @ 1 1/2" Suctions in gutterways  
 In Pump Room Cofferdam One @ 2" In Holds, &c. One in each of the following at 2" Dia. Fore Peak  
 Water Ballast Port Star Apr. Peak  
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 6" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 3" Steam Ejector 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, or on E.N. Boxes (St) Are they fitted with Valves & 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 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 None How are they protected —  
 What pipes pass through the deep tanks None 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 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 None Is it fitted with a watertight door — worked from —

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 3550 sq. ft.  
 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 210 lb 1/2"  
 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 10-1-40 Main Boilers 20-10-39 Auxiliary Boilers None Donkey Boilers None  
 (If not state date of approval) 15-2-43  
 Superheaters None General Pumping Arrangements 13-5-40 Oil fuel Burning Piping Arrangements 26-4-40

## SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied

2 Top end bolts & nuts  
 2 Bottom end do.  
 2 Main bearing do.  
 One set coupling bolts  
 2 Set Valve Springs  
 25 Condenser tubes  
 50 do ferrules  
 One set Feed & Bilge pump valves  
 One set Air pump valves

One set Lockwood & Carlisle  
 Rings and Springs for  
 Pistons and piston valves  
 One Propeller shaft  
 12 Boiler tubes Plain  
 4 do stay  
 One Piston rod  
 One Valve rod  
 One Main & One Aux. Check Valve

## OIL FUEL SPARE PARTS.

2 Thermometers  
 6 Bushes  
 6 do caps  
 36 do handles  
 36 do diaphragms  
 6 Fire brick raffles  
 12 Gauge glasses

The foregoing is a correct description.

FOR CHARLES D. HOLMES &amp; CO., LTD.

Manufacturer.

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Lloyd's Register  
Foundation

1943 Jan 29, 30. Mar 5, 12, 23. Apr. 29, 16, 30. May 7, 14, 21, 31. June 7, 10, 11, 19, 25, 29, 30. July 1, 2, 3, 6, 8, 14.  
 During progress of work in shops - - 22. Aug 6. Sep 4, 24.  
 Dates of Survey while building  
 During erection on board vessel - - 1943 May 26. Jun 17. Jul 12, 27. Aug 6, 23, 25, 27, 30. SEP 3, 10, 14, 15, 22, 24, 28, 30. OCT. 6, 7, 8, 9.  
 Total No. of visits - -

Dates of Examination of principal parts—Cylinders 8/7/43. 1/7/43. 23/3/43. Slides 6/8/43. Covers 8/7/43. 1/7/43. 23/3/43.  
 Pistons 8/7/43. 6/8/43. Piston Rods 6/8/43. Connecting rods 6/8/43.  
 Crank shaft 29/6/43. Thrust shaft 10-6-43. Intermediate shafts 6-7-43.  
 Tube shaft None. Screw shaft 14/5/43. Propeller 26.5-43.  
 Stern tube 26.5-43. Engine and boiler seatings 24-8-43. Engines holding down bolts 24-8-43.  
 Completion of fitting sea connections 26.5-43.  
 Completion of pumping arrangements 24.9.43. Boilers fixed 24-8-43. Engines tried under steam 24.9.43.  
 Main boiler safety valves adjusted 24.9.43. Thickness of adjusting washers P & S 7/16".  
 Crank shaft material F.1. Steel. Coupling Journal 843 FW 15-43. Identification Mark P. 9578 CP. Thrust shaft material F.1. Steel. Identification Mark 784 FW 15/43.  
 Intermediate shafts, material F.1. Steel. 585 CP. 17/6/43. Identification Marks —. Tube shaft, material None. Identification Mark —.  
 Screw shaft, material F.1. Steel. Identification Mark 759 FW 31/43. Steam Pipes, material STEEL. Test pressure 630 lb. Date of Test 28.8.43.  
 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 FRISKY. HUL RPT 51413.

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 by firms accredited by the Society. The Workmanship & material are good.  
 The Machinery and Auxiliaries have been fitted on board and, when tried under steam at or near full power as practicable in the basin, were found satisfactory in every respect.

Eligible to be classed in the Register \* LMC 10, 43. CL. T 3cy. 17', 28", 46" - 33

15B. 210 lb NHP 222. HS 3550  $\phi$  F.D.

Fitted for oil fuel 10, 43. F.P. above 150° F.

Certificate to be sent to

The amount of Entry Fee ... £ 59 - 10 :  
 Special ... £ 59 - 10 :  
 Donkey Boiler Fee ... £ :  
 Travelling Expenses (if any) £ :  
 When applied for, NOV 1943  
 When received, 19

Committee's Minute

Assigned

TUES. 16 NOV 1943

+ LMC 10.43 F.D. CL

ADMIRALTY

A/S rendered from London 17.11.43

Engineer Surveyor to Lloyd's Register of Shipping.



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