

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.

Date of writing Report 19... When handed in at Local Office **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... (Number of Visits) **12533** Tons {Gross **597** Net **me.**
 on the Steam Tug **ASSIDUOUS**
 Built at **SELBY** By whom built **Cochrane & Co Ltd** Yard No. **1269** When built **1943**
 Engines made at **HULL** By whom made **Chas. D. Holmes & Co Ltd** Engine No. **1646** When made **1943**
 Boilers made at **HULL** By whom made **Chas. D. Holmes & Co Ltd** 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"** Mid. length breadth — Thickness parallel to axis **6.1/8"**
 Crank webs shrunk 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} **Yes**
 Bronze Liners, thickness in way of bushes as per Rule **.6** as fitted **21/32"** Thickness between bushes as per Rule **.45** as fitted **17/32"** 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**
 Propeller, dia. **11-9"** Pitch **12-0"** No. of Blades **4** Material **C.I.** whether Moveable **Solid** Total Developed Surface **52** sq. feet
 Length of Bearing in Stern Bush next to and supporting propeller **4 1/2"**
 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** How driven **Independent Steam** Pumps connected to the Main Bilge Line {No. and size **One 7"x7"x8" 2 3" Mean Hand Pump** How driven **Independent Steam** 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" 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.W. 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 **S**) 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 / sq. in.**
 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 Tube Plain
4 do stay
One Piston rod
One Valve rod
One Main & One Aux. Check Valve

OIL FUEL SPARE PARTS.

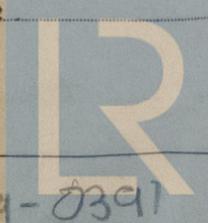
2 Thermometers
6 Bushes bodies
6 do caps
36 do nipples
36 do diaphragms
6 Fire brick baffles
12 Gauge glasses

The foregoing is a correct description.

FOR CHARLES D. HOLMES & CO., LTD.

W.R. Evans

Manufacturer.



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Lloyd's Register Foundation

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ASSIDUOUS.

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 - - - 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.
 During erection on board vessel - - -
 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 22/6/43 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 15-5-43 Identification Mark Pin 9578 CP Thrust shaft material F.1. Steel Identification Mark 784 FW 15/5/43
 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 31/3/43 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 NMP 222. HS 3550 φ FD.
 Fitted for oil fuel 10, 43. F.P. above 150° F.

Certificate to be sent to
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

ADMIRALTY
 A/S rendered from
 London 17/11/43

J. P. Allen
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned + LMC 10, 43 30. CL