

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 51593.

Received at London Office 6 - MAY 1942

4 MAY 1942

Port of HULL.

Date of writing Report 18.4.1942 When handed in at Local Office

Date, First Survey 6.10.41. Last Survey 17.4.1942

No. in Survey held at HULL.

Reg. Book.

on the H.M.T. YES TOR.

Built at BEVERLEY By whom built Cook Weller & Gemmell Yard No. 686. When built 1942.4

Engines made at HULL By whom made Chas. D. Holmes & Co. Engine No. 1602. When made do

Boilers made at WHARTLEPOOL By whom made Central Marine Eng. Works. Boiler No. R. 349. When made do.

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

ENGINES, &c.—Description of Engines Simple expansion. Revs. per minute 120
 Dia. of Cylinders 15"-25"-42" Length of Stroke 27" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 8.3" as fitted 8 1/2" Crank pin dia. 8 1/2" Mid. length breadth shrunk Thickness parallel to axis 5 1/2"
 Intermediate Shafts, diameter as per Rule 7.9" as fitted 8 1/8" Thrust shaft, diameter at collars as per Rule 8.3" as fitted 8 1/2"
 Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 8.8" as fitted 9" Is the tube shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 5/8" as fitted 5/8" Thickness between bushes as per Rule 5/8" as fitted 5/8" 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

Propeller, dia. 10'-9" Pitch 11'-7 1/2" No. of Blades 4 Material C.I. whether Moveable Solid Total Developed Surface 43 sq. feet

Feed Pumps worked from the Main Engines, No. One Diameter 3" Stroke 16" Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. One Diameter 3" Stroke 16" Can one be overhauled while the other is at work Yes

Feed Pumps No. and size One 6" x 8 1/2" x 13" Pumps connected to the Main Bilge Line No. and size One 3" x 16" One 7" x 5" x 6" Duplex One 3" Ejector

Ballast Pumps, No. and size One 7" x 5" x 6" Duplex 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" and 3" Steam Ejector In Holds, &c. One @ 2" Dia in each Fore hold. D.C. Prover, Spirit Room

In Pump Room Magazine 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" 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 Are they fitted with Valves or Cocks Both

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 Forward Suctions How are they protected Wood Casing

What pipes pass through the deep tanks None Have they been tested as per Rule Yes

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 Superheaters fitted 11-46

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 2358 ft.² Which Boilers are fitted with Superheaters None 6-6-46

Which Boilers are fitted with Forced Draft ALL Working Pressure 220 lbs / sq. in.

No. and Description of Boilers One S.B. 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 26-3-41 Main Boilers 30-1-41 Auxiliary Boilers None Donkey Boilers None

Superheaters NONE General Pumping Arrangements 15-4-41 Oil fuel Burning Piping Arrangements —

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied In accordance with Admiralty Specification. List attached

The foregoing is a correct description.
 FOR CHARLES D. HOLMES & CO., LTD.

Manufacturer.

W.R. Evans

YESTOR.

Dates of Survey while building
During progress of work in shops - - 1941. Oct 6. 15. 17. 22. Nov. 6. 11. 1942. Jan. 6. 23. 30. Feb. 4. 6. 10. 11. 12. 13. 19. 20. 21. 26. 27.
During erection on board vessel - - Mar. 4. 5. 6. 10. 12. 13. 16. 19. 20. 23. 26. 27. 28. 30. Apr. 2. 3. 7. 9. 10. 15. 16. 17.
Total No. of visits 43.

Dates of Examination of principal parts—Cylinders 19/2/42. 12/2/42 Slides 13/2/42. Covers 19/2/42. 12/2/42
Pistons 20/2/41. 13/2/42 20/2/42. Piston Rods 23/1/42. Connecting rods 27/2/42.
Crank shaft 30-1-42 Thrust shaft 20-1-42 Intermediate shafts 4-2-42.
Tube shaft NONE. Screw shaft 22-10-41. Propeller 11-2-42.
Stern tube 15-10-41. Engine and boiler seatings 11-2-42. Engines holding down bolts 28-3-42.
Completion of fitting sea connections 15-10-41
Completion of pumping arrangements 2-4-42 Boilers fixed 28-3-42. Engines tried under steam 2-4-42. 10-4
Main boiler safety valves adjusted 2-4-42. Thickness of adjusting washers P. 13/32 5. 7/16.
Crank shaft material M.S. Coupling 6272. Journal 6273. AEG. 4-11-42 Identification Mark 6841. AEG. Thrust shaft material M.S. Identification Mark 6274. AEG. 21-10-41.
Intermediate shafts, material M.S. Identification Marks 6612. AEG. Tube shaft, material — Identification Mark 7-1-42.
Screw shaft, material M.S. Identification Mark 6167. AEG. Steam Pipes, material Steel. Test pressure 630. Date of Test 1/4/42.
Is an installation fitted for burning oil fuel ✓ 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 NO
Is this machinery duplicate of a previous case Yes. If so, state name of vessel BIRDLIP.

General Remarks (State quality of workmanship, opinions as to class, &c. The Machinery of this Vessel, has been constructed under Special Survey in accordance with approved plans, the Rules, the Specification & Admiralty requirements, of good materials and workmanship. The Machinery has been fitted aboard under Special Survey and, when tried under working condition was found satisfactory in every respect.

It is eligible, in our opinion to have the records. LMC. 4-42. CL. 9 the notations of. T. 3 of 15. 25. 42-27 220 lbs NHP. 156. G.S. 634 H.S. 2358. D.

The amount of Entry Fee ... £ : :
Special ... £ 62 : 6 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 5 MAY 1942
When received, 19.

Committee's Minute

Assigned

FRI. 15 MAY 1942

+ Lmb. 4. 42
J.D., C.L.

Engineer Surveyor to Lloyd's Register of Shipping.



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