

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report

10

When handed in at Local Office

10

Port of

Hull

No. in Survey held at
Reg. Book.

Date, First Survey

10.2.41.

Last Survey

26.11.1941

(Number of Visits 42)

Gross 452.

Net 142.

When built 1941-11

Built at GOOLE.

By whom built

Messrs. the Goole Shipbuilding & Repairing Yard No. 363.

Engines made at

HULL

By whom made

Messrs. Amos & Smith & Co. Ltd. Engine No. 694.

Boilers made at

HULL

By whom made

Messrs. Amos & Smith & Co. Ltd. Boiler No. 694.

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

Triple Expansion.

CONTRACT Revs. per minute 160

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 1/2" 7.5"

Crank webs Mid. length breadth

shrink Thickness parallel to axis 4 1/2"

Intermediate Shafts, diameter as per Rule

7 1/4" 7.15"

Thrust shaft, diameter at collars as per Rule

7 1/2" 7.5"

Tube Shafts, diameter as per Rule

Screw Shaft, diameter as per Rule

8 1/2" 8.2"

Is the 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

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

Yes

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

Yes

If two liners are fitted, is the shaft lapped or protected between the liners

Yes

Is an approved Oil Gland or other appliance fitted at the after end of the tube

Yes

Propeller, dia. 105"

Pitch 9'-4"

No. of Blades 3.

Material C.I. whether Moveable Solid

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 2 x 4" x 6" x 12" Wren.

How driven Independent Recan

Pumps connected to the Main Bilge Line

No. and size 2 x 6" x 5 1/2" x 15" Wren.

Ballast Pumps, No. and size None

Lubricating Oil Pumps, including Spare Pump, No. and size None

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room

In Pump Room None

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

Chain Locker ASDIC Space Magazine Spirit room Bunker, Shaft Space & after peak

Main Water Circulating Pump Direct Bilge Suctions, No. and size One @ 3 1/2" (included above)

No. and size One @ 3 1/2" (included above)

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

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

Yes

Are they fitted with Valves or 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

at W.L.

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

No.

What Pipes pass through the bunkers

Feed Tank Suction

How are they protected

Wood casings

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

Space

Is it fitted with a watertight door

Acan worked from flat above

MAIN BOILERS, &c.—(Letter for record 5)

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 lb / sq"

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes.

IS A DONKEY BOILER FITTED?

No.

If so, is a report now forwarded?

Yes

Can the donkey boiler be used for domestic purposes only

Yes

PLANS. Are approved plans forwarded herewith for Shafting

17.7.39.

Main Boilers 17.7.39.

Auxiliary 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.

For AMOS & SMITH LTD.

W. E. Brown

Manufacturer.

DIRECTOR

006809-006818-0187

NOTE.—The words which do not apply should be deleted.

If not, state whether, and when, one will be sent?

Is a Report also sent on the Hull of the Ship?

Yes

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SHIANT

1941 Feb 10. May 6. Jul ¹² 11. 23. 24. 25. 30. 31 Aug 2. 6. 8. 12. 15. 16. 19. 20. 21. 22. 26. 29 Sep 10. 15. 17. 18. 22.

During progress of
work in shops - -

Oct 1. 2. 8. 15. 16. 20 27 28 Nov. 5. 11. 13. 19 20 21. 25. 26

*Dates
of Survey
while
building*

erecting erection on
board vessel - - -

Total No. of visits

42

Dates of Examination of principal parts—Cylinders

Pistons 25/7/41

Piston Rods

Crank shaft 19/8/41.

Thrust shaft 14/2/41

Tube shaft

Screw shaft

Stern tube

Engine and boiler seatings

Completion of fitting sea connections

Completion of pumping arrangements

Main boiler safety valves adjusted

Crank shaft material M.S.

Intermediate shafts, material

Screw shaft, material M.S

Is an installation fitted for burning oil fuel

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

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

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

The Machinery of this Vessel has been constructed and fitted a board in accordance with the approved Admiralty plans, the Specification, & the Societys Rules.

The Workmanship and Materials are good and, when kneed at a heat full power as practicable in the basin it was found satisfactory in every respect.

The Vessel is eligible in our opinion, when classed, to have the records of
 * LMC 1941-11. and O.G. and the Notations T. 3 Cy 13 1/2, 23, 38" — 27".
 156 N.H.P. 200 lbs. 15 B. 3 cf. G.S. 63. H.S. 2650 F.D.

The amount of Entry Fee ... £	:	:	When applied for,
Special ... £	75	0	1.12.19
Donkey Boiler Fee ... £	:	:	When received,
Travelling Expenses (if any) £	:	:	19

Committee's Minute

Assigned

TUE 9 DEC 1941

+ d.m.b. 11.41
72. 98.

Dykes & Hall
Engineer S.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation