

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

JUN 27 1940

Date of writing Report 22 JUN 1940 When handed in at Local Office 22 JUN 1940 Port of HULL

No. in Survey held at Reg. Book. on the H.M.S. "BAY" Date, First Survey 15. 8. 39 Last Survey 12. 6. 1940.
(Number of Visits 61)

Gross Tons 450.32
Net Tons 143.15

Built at Selly By whom built Bochane & Sons, Ltd. Yard No. _____ When built 1940-6

Engines made at Hull By whom made Amos & Smith, Ltd. Engine No. 670 When made 1940-6

Boilers made at Hull By whom made Amos & Smith, Ltd. Boiler No. 670 When made 1940-6

Registered Horse Power 156 Owners The Admiralty Port belonging to _____

Nom. Horse Power as per Rule 156 Is Refrigerating Machinery fitted for cargo purposes _____ Is Electric Light fitted Yes

Trade for which Vessel is intended _____

GINES, &c.—Description of Engines Triple Expansion CONTRACT Revs. per minute 160

a. of Cylinders 13 1/2 - 23 - 38 Length of Stroke 27 No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals 7 5/8 Crank pin dia. 7 7/8 Crank webs shrunk Thickness parallel to axis 1 13/16
Mid. length breadth _____ Thickness around eye-hole 5 15/16

Intermediate Shafts, diameter 7 15/16 Thrust shaft, diameter at collars 7 5/8
as per Rule _____ as fitted _____ as per Rule _____ as fitted _____

Stem Shafts, diameter 8 1/4 Screw Shaft, diameter 8 1/4 Is the tube shaft fitted with a continuous liner No.
as per Rule _____ as fitted _____ as per Rule _____ as fitted _____

Brass Liners, thickness in way of bushes _____ Thickness between bushes _____ Is the after end of the liner made watertight in the propeller boss _____
If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner _____
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. 105 Pitch 9.4 No. of Blades 3 Material C.1 whether Moveable No Total Developed Surface 30 sq. feet

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 One 4 x 6 x 12 Weir pumps connected to the _____ No. and size One 6 x 5 1/2 + 15 Weir No
How driven Independent Steam Main Bilge Line How driven Independent Steam Down to _____

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

Are two independent means arranged for circulating water through the Oil Cooler No. Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room Eng Room 2 @ 2" dia + one @ 2 3/4" dia Stone hold 2 @ 2" dia
In Pump Room None In Holds, &c. One @ 2" dia in each of the following,

Forepeak, P. Rain-Pockets, Rodic space, Magazine, Spirit Room, Bunkers, Shaft space + St. Peak

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 @ 2 3/4" 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 Yes

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 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 No

What Pipes pass through the bunkers Feed Tank 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 Space watertight Yes Is it fitted with a watertight door No access from flat above.

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2650

Is Forced Draft fitted Yes No. and Description of Boilers One, S.B. Working Pressure 200 LBS / sq. in.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? No. If so, is a report now forwarded? Yes

Is the donkey boiler intended to be used for domestic purposes only _____

PLANS. Are approved plans forwarded herewith for Shafting 17.10.39 Main Boilers 17.10.39 Auxiliary Boilers None Donkey 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.

A. S. Newley
DIRECTOR

Manufacturer.



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Lloyd's Register Foundation

LS00-148400-00734-0057

1939 Aug. 15, Sept. 5, 6, 8, 12, 12, 15, 20, 26, 28, Oct. 3, 6, 9, 14, 20, 24, Nov. 1, 2, 6, 24, 30.
 During progress of work in shops -- Dec. 4, 6, 8, 11, 12, 14, 16, 20.
 1940 Jan. 1, 5, 12, 15, 18, 26, 31, Feb. 9, 19, Mar. 7, 23, 26, Apr. 14, 9, 10, 16, 19, 24, 25, 26,
 During erection on board vessel --- May, 25, 28, 29, 31, June 4, 5, 6, 7, 10, 12.
 Total No. of visits 61

Dates of Examination of principal parts—Cylinders 1, 8, 11, 1, 40 Slides 12, 1, 40 Covers 12, 1, 40
 Pistons 12, 1, 40 Piston Rods 12, 1, 40 Connecting rods 27, 11, 39.
 Crank shaft 14, 12, 39 Thrust shaft 6, 10, 39 2 Intermediate shafts 1, 11, 39
 Tube shaft ✓ Screw shaft 1, 11, 39 Propeller 23, 3, 40
 Stern tube 6, 11, 39 Engine and boiler seatings 23, 3, 40 Engines holding down bolts 1, 4, 40
 Completion of fitting sea connections 23, 9, 40
 Completion of pumping arrangements 29, 5, 40 Boilers fixed 1, 4, 40 Engines tried under steam 10, 6, 40
 Main boiler safety valves adjusted 28, 5, 40 Thickness of adjusting washers 3/8" P, 1/32" S.
 Crank shaft material Steel Identification Mark 1945 LDT. 11.9.39 Thrust shaft material Steel Identification Mark 293, CSP. 23.9.39
 2 Intermediate shafts, material Steel Identification Marks 1256, JHM. 4.12.39 Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material Steel Identification Mark 292, LDT. 1.11.39 Steam Pipes, material Steel Test pressure 600 lb./sq. in. Date of Test 10/5/40
 Is an installation fitted for burning oil fuel. No 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 ✓
 Is this machinery duplicate of a previous case Yes If so, state name of vessel H.M.S. BIRCH Hull Rpt. No. 50672.

General Remarks (State quality of workmanship, opinions as to class, &c.)
 The machinery of this vessel has been constructed & fitted on board in accordance with the approved Admiralty plans, the specification & the Society's Rules. The workmanship & materials are good & when tried under full working conditions at sea, it was found satisfactory in every respect, An I.H.P. of 893 @ 175 R.P.M. was obtained.
 This vessel has been classed under our supervision.
 This vessel is eligible, in my opinion, when classed to have the records of LMC. 6.40 to O.G. to the notation T. 3CY. 13 1/2, 23 + 38. 156 H.H.P. 200 L.B. 1 S.D. 3 C.F. G.S. 63 H.S. 2650. F.D.

The amount of Entry Fee ... £ : : When applied for,
 Inclusive Special ... £ 90 : 0 25 JUN 1940
 Donkey Boiler Fee ... £ : : When received,
 Travelling Expenses (if any) £ : : 3rd Aug 1940 R.G.J. 19/9
 FRI. 28 JUN 1940

Richard G. Johnson
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned + Lamb 6.40
 72, 09.



HULL

The Surveyors are requested not to write on or below the space for Committee's Minute.