

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

JUN 27 1940

Date of writing Report

When handed in at Local Office

22 JUN 1940

Port of

HULL

No. in Survey held at  
Reg. Book.

Date, First Survey 15. 8. 39 Last Survey 12. 6. 1940.

(Number of Visits 61)

Gross 450.34.  
Net 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, &amp;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          Mid. length breadth          Thickness parallel to axis 14 1/2  
 Intermediate Shafts, diameter 7 1/4 Thrust shaft, diameter at collars 7 5/8 Thickness around eye-hole 8 1/2  
 Main Shafts, diameter 8 1/4 Is the tube shaft fitted with a continuous liner No  
 Bronze 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           
 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           
 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           
 aft Yes If so, state type Newark Length of Bearing in Stern Bush next to and supporting propeller 36 1/2

Propeller, dia. 105 Pitch 9 No. of Blades 3 Material C.I. whether Moveable No Total Developed Surface 30 sq. feet  
 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  
 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 x 15 Weir Do Do  
 How driven Independent Steam Main Bilge Line { How driven Independent Steam Donkton  
 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 Store hold 2 @ 2" dia  
 In Pump Room None In Holds, &c. One @ 2" dia in each of the following,  
Forepeak, Chain-Pockets, Bodice 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" included 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  
worked 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? YesIS A DONKEY BOILER FITTED? NoIf so, is a report now forwarded? YesIs the donkey boiler intended to be used for domestic purposes only Yes

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 YesState the principal additional spare gear supplied See attached List

The foregoing is a correct description.

For AMOS &amp; SMITH LTD.

A. S. Newley

DIRECTOR

Manufacturer.



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Lloyd's Register  
Foundation

F500-148400-007341-0057



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 1256, J.H.M. 4.12.39 Thrust shaft material Steel Identification Mark 293, C.S.P. 23.8.39  
 2 Intermediate shafts, material Steel Identification Marks 283, C.S.P. 23.8.39 Tube shaft, material ✓ Identification Mark ✓  
 Screw shaft, material Steel Identification Mark 292, L.D.T. 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" Hal 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. & the notation T. 3CY. 13 1/2, 23 + 38. 156 H.H.P. 200 L.B. 1 S.B. 3 C.F. C.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  
 FRI. 28 JUN 1940

R. J. J. Johnson  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
 Assigned + Lmb 6.40  
 22, 09.