

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 19 5 JUN 1944 When handed in at Local Office Hull Port of Hull
 No. in Survey held at Hull Date, First Survey 24. 11. 43. Last Survey 2. 6. 1944
 Reg. Book 12741 (Number of Visits 45)
 on the H.M. DAN LAYER - ASCOSAY Tons {Gross 454.4
 Built at BEVERLEY By whom built C. K. Walker & Co. Limited Yard No. 731 Net 143.9
 Engines made at HULL By whom made Chas. D. Holme Engine No. 1678 When built 1944
 Boilers made at HULL By whom made Amos Smith & Co. Boiler No. 735 When made
 Registered Horse Power 156 Owners THE ADMIRALTY Port belonging to
 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes.
 Trade for which vessel is intended GOVERNMENT SERVICE.

GINES, &c.—Description of Engines Triple Expansion Revs. per minute 150
 No. of Cylinders 13 1/2 23 38 Length of Stroke 27 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals 4.5 as per Rule 4.5 Crank pin dia. 4 7/8 Crank webs Mid. length breadth 4 13/16 Thickness parallel to axis 4 13/16
 as fitted 4 7/8 Mid. length thickness 3 15/16 Thickness around eye-hole 3 15/16
 Intermediate Shafts, diameter as per Rule 4.15 Thrust shaft, diameter at collars as per Rule 4.5
 as fitted 4 1/4 as fitted 4 7/8
 Tube Shafts, diameter as per Rule 8.2 Is the {tube} shaft fitted with a continuous liner {No.
 as fitted 8 1/4 as fitted 8 1/4 {screw}
 Bronze Liners, thickness in way of bushes as per Rule 8.2 Thickness between bushes as per Rule 8 1/4 Is the after end of the liner made watertight in the
 as fitted 8 1/4 as fitted 8 1/4
 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 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. 102" Pitch 11'-0" No. of Blades 3 Material C.I. whether Moveable Solid Total Developed Surface 24 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 Weirs Independent Steam Pumps connected to the {No. and size One 6 x 5 1/2 x 15 Weirs Independent Steam {2-2 1/2" x 15"
 How driven Independent Steam Main Bilge Line How driven Independent Steam M.E.
 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 None Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps:—In Engine and Boiler Room Eng. room 2 @ 2" dia one at 3 1/2" dia stokehold 2 @ 2" dia
 In Pump Room None In Holds, &c. One @ 2" dia in each of the following: forepeak
chain locker, storeroom, magazine, spirit room, bunker, shaft space, and after 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 @ 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 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 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 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 Access worked from flat above

MAIN BOILERS, &c.—(Letter for record S) 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 lbs
 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 17-7-39 Main Boilers 14.5.43 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 CHARLES D. HOLMES & CO., LTD.

Manufacturer.

HASCOSAY.

1943. Nov. 24 Dec. 3. 10. 22. 30. 1944 - Jan. 6. 7. 14. 28. 29. Feb. 4. 5. 8. 11. 12. 16. 18. 28. 29.
 28. 29. Mar. 6. 10. 17. 22. 24. Apr. 7. 17. 27. 31. May. 15. 20.
 1944 MAR 22, 24. AP 17, 27. MAY 1, 8, 10, 16, 18, 24. 25. 26. June 1. 2.
 Total No. of visits. 46.

Dates of Examination of principal parts—Cylinders 17/4/44 22/4/44 29/4/44. Slides 17/4/44. Covers 17/4/44 22/4/44 29/4/44.
 Pistons 17/4/44. Piston Rods 25/2/44. Connecting rods 25/2/44.
 Crank shaft 17/3/44. Thrust shaft 24/11/43. Intermediate shafts 31/4/44.
 Tube shaft —. Screw shaft 8/2/44. Propeller 24/3/44.
 Stern tube 22/3/44. Engine and boiler seatings 17/4/44. Engines holding down bolts 27/4/44.
 Completion of fitting sea connections. 22/3/44.
 Completion of pumping arrangements 18.5.44. Boilers fixed 27/4/44. Engines tried under steam 18.5.44. 26.5.44.
 Main boiler safety valves adjusted 26.5.44. Thickness of adjusting washers P 1/4. S 9/32.
 Crank shaft material F.I. Steel. Identification Mark 14-1-44. Thrust shaft material F.I. Steel. Identification Mark 421. F.W. 24.11.43.
 Intermediate shafts, material D°. Identification Marks 20.42/3 C.P. 31.4.44. Tube shaft, material —. Identification Mark —.
 Screw shaft, material D°. Identification Mark —. Steam Pipes, material Steel. Test pressure 600 lb. Date of Test 15.5.44.
 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 'Calway' ✓
 General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel has been constructed in accordance with the approved Admiralty plans, the specification, and the Society's Rules of tested material supplied by firms approved by the Society.

The workmanship and materials are good.

The machinery and auxiliaries have been fitted on board, and when tried under steam at as near full power as practicable in the basin, were found satisfactory in every respect.

The vessel is eligible in my opinion, when classed to have the records of * L.M.C. 6,44 and O.G. and the notations T 3cy 13 1/2" 23" 38"-27" 156 NHP 200 lbs/□" I.S.B. 3cf QS 63 HS 2650 F.D.



The amount of Entry Fee ... £ : : When applied for, 5 JUN 1944
 Special ... £ 39 : 0 :
 Donkey Boiler Fee ... £ 36 : 0 :
 Travelling Expenses (if any) £ : : When received, 19

ADMIRALTY
 A/c rendered from 21 JUN '44
 London

W. L. Shields & J. P. Allen
 Engineer Surveyors to Lloyd's Register of Shipping.

Committee's Minute ON 19 JUN 1944

Assigned + LMC 6.44 20.09



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