

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 28.5.43 19 When handed in at Local Office 5 AUG 1943 19 Port of HULL

No. in Survey held at HULL Date, First Survey 8.1.43 Last Survey Jun 30 1943

Reg. Book on the STEAM TUG "ANTIC" (Number of Visits 50) Tons {Gross 597 Net 1}

Built at SELBY By whom built Cochran and Sons Ltd. Yard No. 1264 When built 1943

Engines made at HULL By whom made Chas. D. Holmes Ltd Engine No. 1643 When made

Boilers made at WEST HARTLEPOOL By whom made Central Marine Eng. Works Boiler No. R360 When made

Registered Horse Power Owners THE ADMIRALTY Port belonging to

Nom. Horse Power as per Rule 222 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which vessel is intended Rescue Tug.

ENGINES, &c.—Description of Engines Triple Expansion CONTRACT Revs. per minute 122

Dia. of Cylinders 17" - 28" - 46" Length of Stroke 33" No. of Cylinders 3 No. of Cranks 3

as per Rule 9.46. Crank shaft, dia. of journals as fitted 9 5/8" Crank pin dia. 9 7/8" Mid. length breadth — Thickness parallel to axis 6 1/8" shrunk

as per Rule 9" Crank webs Mid. length thickness — Thickness around eye-hole 4 5/16"

Intermediate Shafts, diameter as fitted 9 1/4" Thrust shaft, diameter at collars as per Rule 9.46. as fitted 9 5/8"

Tube Shafts, diameter as fitted — Screw Shaft, diameter as per Rule 10" as fitted 10 1/4" Is the shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule .6. as fitted 2 1/32" Thickness between bushes as per Rule .45" as fitted 1 7/32" 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. 11-9" Pitch 12'-0" No. of Blades 4 Material Cl. whether Moveable Solid Total Developed Surface 52 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 18" Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 18" Can one be overhauled while the other is at work Yes

Feed Pumps {No. and size One 7" x 5" x 6" Duplex How driven Independent Steam Pumps connected to the Main Bilge Line {No. and size 2 @ 3" x 18" One 7" x 7" x 8" 23" Steam Hand pump How driven Main Eng. Steam Ejector 5% Offidan

Ballast Pumps, No. and size One 7" x 7" x 8" 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 1/2" = 3" Steam Ejector = 4 @ 1 1/2" suction in gutterways

In Pump Room Offidan 1 @ 2" In Holds, &c. One in each of the following @ 2" Dia: Fore Peak

Water ballast port and stbd. Apr. Peak

Main Water Circulating Pump Direct Bilge Suctions, No. and size 6" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 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 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 Yes

What Pipes pass through the bunkers None How are they protected —

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

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 —

IN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 3550 sq. ft.

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 210 lb 1 1/2"

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 10-1-40 Main Boilers 20-10-39 Auxiliary Boilers None Donkey Boilers None

(If not state date of approval)

Superheaters None General Pumping Arrangements 13-4-40 Oil fuel Burning Piping Arrangements 26-4-40

SPARE GEAR.

Is the spare gear required by the Rules been supplied Yes

Is the principal additional spare gear supplied

Top end bolts & Nuts	One Set. dockwood Corliss rings spring for Pistons & piston Valves.	OIL FUEL SPARE GEAR
Bottom " " "	12 Boiler Tube Plain	2 Thermometers
2 Main Bearings " "	4 do Stay	6 Burner Rods
One Set Coupling Bolts	One Piston Rod	6 do Caps
2 Safety Valve Springs	One Valve Rod	36 do Nipples
25 Condenser Tubes	One Main Check Valve	36 do Diaphragms
50 " Ferrule	One Donkey Check Valve	6 Fire brick ruffled
One Set. Fire & Bilge pump Valves		12 Gauge glasses
One Set. Air pump Valves		

The foregoing is a correct description.

W.R. Evans Manufacturer.

007296-007402-0231



18082

"ANTIC"

Rpt.

1943 Jan 8. 13. 24. 29. Feb. 5. 11. 12. 16. 14. 18. 19. 23. 25. 26. Mar 5. 10. 12. 16. 18. 26.
 During progress of work in shops -- }
 Apr. 2. 5. 12. 15. 16. May 4. 19. 20. 27. 28. 31 June 4. 1943
 Dates of Survey while building }
 During erection on board vessel --- }
 1943 Mar 3, 23, Apr 15, May 24, 25, 26, 27, 31 JUN 2, 7, 8, 15, 16, 18, 22, 24, 29, 30
 Total No. of visits 50.

Dates of Examination of principal parts - Cylinders 25/2/43. 18/2/43. 17/2/43. Slides 26-3-43. Covers 24/2/43. 18/2/43. 17/2/43
 Pistons 26/3/43. 12/3/43. Piston Rods 26/3/43. Connecting rods 26/3/43.
 Crank shaft 18/3/43. Thrust shaft 23/2/43. Intermediate shafts 2/4/43.
 Tube shaft None. Screw shaft 11/2/43. Propeller 10/3/43.
 Stern tube 10/3/43. Engine and boiler seatings 23/3/43. Engines holding down bolts 27/5/43.
 Completion of fitting sea connections 10/3/43.
 Completion of pumping arrangements 16/6/43. Boilers fixed 27/5/43. Engines tried under steam 16/6/43.
 Main boiler safety valves adjusted 16/6/43. Thickness of adjusting washers F 15/32" A 7/16".
 Crank shaft material F. 1. Steel Identification Mark 569. Thrust shaft material F. 1. Steel Identification Mark 9888. AEG 16-12-4
 Intermediate shafts, material F. 1. Steel Identification Marks 278. CP. 23/2/43. Tube shaft, material None Identification Mark 1
 Screw shaft, material F. 1. Steel Identification Mark 9886. CP. Steam Pipes, material Steel Test pressure 63.4# Date of Test 28/5/43.
 Is an installation fitted for burning oil fuel YES Is the flash point of the oil to be used over 150° F. YES
 Have the requirements of the Rules for the use of oil as fuel been complied with YES
 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 FRISKY Hul. Rpt. 51413.

General Remarks (State quality of workmanship, opinions as to class, &c.)
 The Machinery of this vessel has been constructed in accordance with the approved plans, the Rules, and the Specification, of tested material made by firms accredited by the Society.
 The Workmanship and Materials are good.
 The Machinery and Auxiliaries have been fitted on board and, when tried under steam at a sea full pace as practicable in the basin were found satisfactory in every respect. Eligible for record of LMC 6,43 CL
 T3cy. 17", 28", 46" - 33". 15B. 210# NHP 222.
 HS. 3550 F.D.
 Fitted for oil fuel 6,43. F.P. above 150°F.

Certificate to be sent to

The amount of Entry Fee ... £ :
 Special ... £ 96 : 6
 Donkey Boiler Fee ... £ :
 Travelling Expenses (if any) ... £ :
 When applied for, AUG 1943
 When received, 19.

J. A. Shields
 Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute TUES. 17 AUG 1943
 Assigned + LMC 6,43 3D CL



Date of ...
 No. in Reg. Book ...
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