

## 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  
 Built at SELBY By whom built Cochrane and Foulds Yard No. 1264 When built 1943  
 Engines made at HULL By whom made Chas. D. Holmes & Co. Engine No. 1643 When made  
 Boilers made at WEST HARTLEPOOL By whom made Central Marine Engineering Co. Ltd. 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  
 Crank shaft, dia. of journals as per Rule 9.46" as fitted 9.58" Crank pin dia. 9.78" Mid. length breadth — Thickness parallel to axis 6 1/8"  
 Intermediate Shafts, diameter as per Rule 9" as fitted 9 1/4" Crank webs Mid. length thickness — shrunk Thickness around eye-hole 4 5/16"  
 Thrust shaft, diameter at collars as per Rule 9.46" as fitted 9.58"  
 Tube Shafts, diameter as per Rule — as fitted — Screw Shaft, diameter as per Rule 10" as fitted 10 1/4" Is the {screw} 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 1/32" 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 Length of Bearing in Stern Bush next to and supporting propeller 4 1/2"  
 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"x5"x6" Duplex Pumps connected to the {No. and size 2 @ 3"x18" One 7"x7"x8" 3" Steam Hand pump  
 {How driven Independent Steam Main Bilge Line {How driven Main Eng. Room Steam Ejector 1 to Offadan  
 Ballast Pumps, No. and size One 7"x7"x8" 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" Suctions in gutterways.  
 In Pump Room Offadan 1 @ 2" In Holds, &c. One in each of the following @ 2" Dia.: Fore Peak  
 Fore Peak, port and starboard. 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. sq. in.  
 A REPORT ON MAIN BOILERS NOW FORWARDED? Yes.  
 A DONKEY BOILER FITTED? No. If so, is a report now forwarded? —  
 Is 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 and bolts &amp; nuts.

Bottom " " " "

2 Main Bearings " "

One Set Coupling Bolts.

2 Safety Valve Springs.

25 Condenser Tubes

50 " Ferrule

One Set. Fire &amp; Bilge pump Valves.

One Set. Air pump Valves.

One Set. dockwood &amp; Caliche rings &amp; springs

for Pistons &amp; piston Valves.

12 Boiler Tubes Plain.

4 do Gray.

One Piston Rod

One Valve Rod

One Main Check Valve

One Donkey Check Valve.

OIL FUEL SPARE GEAR

2 Thermometers.

6 Burner Rods.

6 do Caps.

36 do Nipples

36 do Diaphragms

6 Fire brick baffles

12 Gauge glasses

The foregoing is a correct description.

OR CHARLES D. HOLMES &amp; CO., LTD.

W.R. Evans

Manufacturer.



Y8082

"ANTIC"

Rpt.

1943 Jan 8. 13. 27. 29. Feb. 5. 11. 12. 16. 17. 18. 19. 23. 25. 26. Mar 5. 10. 12. 16. 17. 26.  
 During progress of work in shops - - -  
 Apr. 2. 5. 12. 15. 16. May 7. 19. 20. 27. 28. 31 June 4.  
 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 25/2/43. 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. Boilers fixed 27/5/43. Engines tried under steam 16/6/43.  
 Completion of pumping arrangements 16/6/43. Thickness of adjusting washers F 15/32" A 7/16".  
 Main boiler safety valves adjusted 16/6/43. Identification Mark 569. CP 2/2/43. Thrust shaft material F. 1. Steel Identification Mark 9888. AE9.  
 Crank shaft material F. 1. Steel Identification Mark 278. CP 23/2/43. Tube shaft, material None Identification Mark 16-12-4.  
 Intermediate shafts, material F. 1. Steel Identification Marks 9886. CP. Steam Pipes, material Steel Test pressure 63.4# Date of Test 28/5/43.  
 Screw shaft, material F. 1. Steel Identification Mark 16-2-42. Is the flash point of the oil to be used over 150° F. YES.  
 Is an installation fitted for burning oil fuel 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 YES.  
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with YES.  
 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 lb NHP 222.  
 HS. 3550 F.D.  
 Fitted for oil fuel 6.43. F.P. above 150°F.

Certificate to be sent to (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

John W. S. Shields  
 Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute TUES. 17 AUG 1943

Assigned + LMC 6.43 2D. CL



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