

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 30/11/42 When handed in at Local Office 10/12/42

Port of BIRMINGHAM

No. in Survey held at BIRMINGHAM
Reg. Book.

Date, First Survey 24/2/42

Last Survey 14 NOVEMBER 1942

on the ADMIRALTY OIL FUEL LIGHTER "C606"

(Number of Visits) Gross Tons Net

Built at HESSLE & HULL By whom built H. SCARR

Yard No. 5427 When built 1942

Engines made at BIRMINGHAM

By whom made BELLISS & MORCOM

Engine No. 9960 When made 1942

Boilers made at

By whom made

Boiler No. When made

Registered Horse Power 400

Owners ADMIRALTY

Port belonging to

Nom. Horse Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Trade for which Vessel is intended OIL FUEL LIGHTER

ENGINES, &c.—Description of Engines MARINE TRIPLE EXPANSION

Revs. per minute 160

Dia. of Cylinders 11"-18"-30"

Length of Stroke 18"

No. of Cylinders THREE

No. of Cranks THREE

Crank shaft, dia. of journals as per Rule 5.7"

as fitted 5.75" Crank pin dia. 5.75"

Crank webs Mid. length breadth

shrunk Thickness parallel to axis 3.98"

Intermediate Shafts, diameter as per Rule 5.43"

as fitted

Thrust shaft, diameter at collars as per Rule 5.7"

as fitted 5.75"

Tube Shafts, diameter as per Rule

as fitted

Screw Shaft, diameter as per Rule 6.33"

as fitted 6.75" Is the {tube screw} shaft fitted with a continuous liner No

Bronze Liners, thickness in way of bushes as per Rule NONE

as fitted

Thickness between bushes as per Rule

as fitted Is the after end of the liner made watertight in the

propeller boss NEWARK GLAND FITTED

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

shaft YES If so, state type NEWARK

Is an approved Oil Gland or other appliance fitted at the after end of the tube

Length of Bearing in Stern Bush next to and supporting propeller 2-3"

Propeller, dia. 7-6" Pitch 6-9" No. of Blades 4 Material BRONZE whether Moveable LOOSE Total Developed Surface 23 sq. feet

Feed Pumps worked from the Main Engines, No. 1

Diameter 2 1/4" Stroke 9"

Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. 1

Diameter 2 1/4" Stroke 9"

Can one be overhauled while the other is at work

Feed Pumps No. and size

Pumps connected to the Main Bilge Line No. and size

How driven

How driven

Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler

Bilge Pumps;—In Engine and Boiler Room

In Pump Room

Suctions, connected to both Main Bilge Pumps and Auxiliary

In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size

No. and size

Independent Power Pump Direct Suctions to the Engine Room Bilges,

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

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

Are all Sea Connections fitted direct on the skin of the ship

Are they fitted with Valves or Cocks

Are they sized sufficiently high on the ship's side to be seen without lifting the stokehold plates

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

Are the Overboard Discharges above or below the deep water line

Are the Blow Off Cocks fitted with a spigot and brass covering plate

How are they protected

What Pipes pass through the bunkers

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

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

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

worked from

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 1280 sq. ft.

Is Forced Draft fitted NO

No. and Description of Boilers

Working Pressure 200 lbs/sq. in.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

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

PLANS. Are approved plans forwarded herewith for Shafting 3/10/41 Main Boilers

(If not state date of approval)

Auxiliary Boilers

Donkey Boilers

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied SUPPLIED AS PER ATTACHED LIST.

State the principal additional spare gear supplied

The foregoing is a correct description,
For Belliss & Morcom Limited.

Manufacturer.

Director.



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Lloyd's Register
Foundation

007432-007438-0149

REPORT ON STEAM REFRIGERATING MACHINERY

2/2/42, 2/4/42, 4/4/42, 9/5/42, 9/6/42, 12/6/42, 14/6/42, 23/6/42
During progress of work in shops - - 3/7/42, 13/7/42, 15/7/42, 23/7/42, 10/8/42, 21/8/42, 25/8/42, 3/9/42, 21/9/42
Dates of Survey while building 21/10/42, 14/11/42
During erection on board vessel - -
Total No. of visits

Dates of Examination of principal parts—Cylinders 25/7/42, 3/9/42 Slides 21/9/42 Covers 25/7/42, 3/9/42
Pistons 21/9/42 Piston Rods 21/9/42 Connecting rods 21/9/42
Crank shaft 8/7/42, 10/8/42 Thrust shaft 9/6/42 Intermediate shafts ✓
Tube shaft ✓ Screw shaft 9/6/42 Propeller ✓
Stern tube 11/6/42 Engine and boiler seatings ✓ Engines holding down bolts ✓
Completion of fitting sea connections ✓
Completion of pumping arrangements ✓ Boilers fixed ✓ Engines tried under steam ✓
Main boiler safety valves adjusted ✓ Thickness of adjusting washers ✓
Crank shaft material FORGED STEEL Identification Mark 444/PS N° 6386 Thrust shaft material STEEL Identification Mark 444/PS N° 6386
Intermediate shafts, material FORGED Identification Marks 444/PS N° 1589 Tube shaft, material STEEL Identification Mark 444/PS N° 1589
Screw shaft, material STEEL Identification Mark 444/PS N° 1589 Steam Pipes, material ✓ Test pressure ✓ Date of Test ✓
Is an installation fitted for burning oil fuel ✓ 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 ✓ 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 SCARR, YARD N° 5, 426.

General Remarks (State quality of workmanship, opinions as to class, &c.)
This engine has been built under Special Survey in accordance with the Secretary's letter dated 7/10/41 and approved plan. The materials and workmanship are sound and good. The engine is being despatched to H. Scarr & Co. Messrs Hull for fitting in an Admiralty oil fuel lighter and on the satisfactory installation of the engine the vessel will be eligible to have record of 41 M.C. with date.

The undersigned Fording Reports attached
Birmingham Fording Report No. 2443.
hull " " " F 6386

Certificate to be sent to

The amount of Entry Fee ... £	:	:	When applied for,
2/5 of Special Donkey Boiler Fee ... £ 6 : 10	:	:	19
Travelling Expenses (if any) £	:	:	When received,
	:	:	19

H. M. Crivick M. Bedford
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned See for machy. sp. (Hull 5199)