

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 23 OCT 1940 When handed in at Local Office 23 OCT 1940 Port of HULL Received at London Office OCT 26 1940

No. in Survey held at Reg. Book. 15 Date, First Survey 19. 2. 40 Last Survey 8. 10. 1940 (Number of Visits 44)

on the H.M.T. "MORRIS DANCE" Tons { Gross 152 Net 142 } When built 1940-2

Built at Goole By whom built Goole Shipbuilding & Repairing Co. Ltd. Yard No. 351 Engines made at Hall By whom made Jenners & Son Smith, Ltd. Engine No. 677 When made do

Boilers made at Hall By whom made Jenners & Son Smith, Ltd. Boiler No. do When made do

Registered Horse Power ✓ Owners The Admiralty Port belonging to ✓

Horse Power as per Rule 156 Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted Yes

Use for which Vessel is intended ✓

INES, &c.—Description of Engines Triple Expansion CONTRACT Revs. per minute 160

of Cylinders 13 1/2 Length of Stroke 27 No. of Cylinders 3 No. of Cranks 3

Crk shaft, dia. of journals 7.5" as per Rule 7.5" Crank pin dia. 7 7/8" Crank webs ✓ Mid. length breadth ✓ Thickness parallel to axis 4 13/16" as fitted 7 7/8" Mid. length thickness ✓ shrunk Thickness around eye-hole 3 5/16"

Intermediate Shafts, diameter 7.15" as per Rule 7.15" Thrust shaft, diameter at collars 7.5" as per Rule 7.5" as fitted 7 7/8"

Shafts, diameter 8.2" as per Rule 8.2" Is the { tube } shaft fitted with a continuous liner ✓ as fitted 8 1/4" as fitted 8 1/4"

Size Liners, thickness in way of bushes ✓ Thickness between bushes ✓ Is the after end of the liner made watertight in the ✓

eller 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 ✓

Length of Bearing in Stern Bush next to and supporting propeller 3 1/2" 3-0-5

Propeller, dia. 105" Pitch 9'-4" No. of Blades 3 Material C.I. whether Moveable No Total Developed Surface 30 sq. feet

and 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

ge 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

ed { No. and size One 4+6+12 Weirs ✓ Pumps connected to the { No. and size One - 6+5 1/2+15" Weirs ✓ } ✓

How driven Independent Steam Main Bilge Line ✓ How driven Independent Steam ✓

llast Pumps, No. and size None Lubricating Oil Pumps, including Spare Pump, No. and size None

two independent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary

ge Pumps;—In Engine and Boiler Room Eng Room 2 @ 2" dia & one @ 2 3/4" dia, Strokehold 2 @ 2" dia

Pump Room None In Holds, &c. One @ 2" dia in each of the following, Forepeak, Chain

rocker, Rodic space, Magazine, Spirit Room, Bunker, Shaft space, & aft peak.

in Water Circulating Pump Direct Bilge Suctions, No. and size One - 5" Independent Power Pump Direct Suctions to the Engine Room Bilges, ✓

and size One @ 2 3/4" included above Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes

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

all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Yes

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 ✓

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 ✓

hat Pipes pass through the bunkers Feed Tank Suctions How are they protected Wood casing

hat pipes pass through the deep tanks None Have they been tested as per Rule ✓

re all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes

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 ✓

partment to another Yes Is the Shaft SPACE Tunnel watertight Yes Is it fitted with a watertight door No worked from Access from

AIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2650

Which Boilers are fitted with Forced Draft None Which Boilers are fitted with Superheaters None

No. and Description of Boilers One - S.B. Working Pressure 200 lbs/sq"

S A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

S A DONKEY BOILER FITTED? No If so, is a report now forwarded? ✓

an the donkey boiler be used for domestic purposes only ✓

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)

uperheaters 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

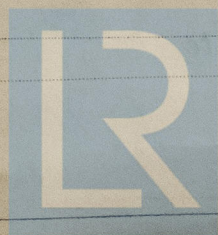
The foregoing is a correct description.

FOR AMOS & SMITH LTD.

A. L. Tewkes

DIRECTOR

Manufacturer.



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Lloyd's Register
Foundation

607857-027364-0191

During progress of work in shops - - 1940 Feb 19, Mar. 7, Apr. 1, 11, 19, 25, May 2, 9, 25, June 4, 11, 15, 19, 20, 21, 24, 28, 29
 During erection on board vessel - - July 3, 5, 6, 12, 15, 18, 22, 23, 24, 30, Aug 2, 9, 14, 20, 24, Sept. 4, 5, 6, 9, 24, 27, 30. Oct. 3, 4, 8.
 Total No. of visits 44.

Dates of Examination of principal parts—Cylinders 20, 24 & 29/6/40 Slides 2/5/40 Covers 20/24 & 29/6/40
 Pistons 2/5/40 Piston Rods 2/5/40 Connecting rods 2/5/40
 Crank shaft 22-7-40 Thrust shaft 4/6/40 Intermediate shafts 24/6/40
 Tube shaft ✓ Screw shaft 2/5/40 Propeller 23/7/40
 Stern tube 23/7/40 Engine and boiler seatings 23/7/40 Engines holding down bolts 24/8/40
 Completion of fitting sea connections 23/7/40
 Completion of pumping arrangements 24/9/40 Boilers fixed 24/8/40 Engines tried under steam 4/10/40
 Main boiler safety valves adjusted 24/9/40 Thickness of adjusting washers Port 7/16" S 3/8"
 Crank shaft material Steel Identification Mark 45 15.5.40 } E.H. Thrust shaft material Steel Identification Mark 858. 5/3
 Intermediate shafts, material Steel Identification Marks 54 & 57 E.H. 8.5.40 Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material Steel Identification Mark 941 E.H. 1-4-40 Steam Pipes, material Steel Test pressure 600 lbs/sq Date of Test 9/9/40
 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.T. Landango.

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 at as near full power as practicable in the basin it was found satisfactory in every respect.
 This vessel is eligible, in my opinion, when classed to have the records of LMC10-40, & O.G. & the notation T. 3 Cy. 13 1/2, 23 & 38, 156 N.H. 200 lb 1 S.B. 3 CF G.S. 63. H.S. 2650 F.D.

Committee's Minute
 Assigned + Limb 10.40
 J.D., O.G.

The amount of Entry Fee ... £ : :
 Special ... £ 75 : 0 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 23 OCT 1940
 When received, 10-12-1940

[Signature]
 Engineer Surveyor to Lloyd's Register of Shipping.