

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

17 SEP 1942

Received at London Office 7 - OCT 1942

Date of writing Report 19 When handed in at Local Office 19 Port of Newcastle-on-Tyne.
 No. in Survey held at Newcastle Date, First Survey 18-3-42. Last Survey 10-9-1942.
 Reg. Book. on the S/S "TUZZLA" (Number of Visits 44.) Gross 716 Tons Net 268
 Built at Newcastle By whom built Swan, Hunter & Wigham Richardson, Ltd. Yard No. 1752 When built 1942-
 Engines made at ditto By whom made ditto Engine No. 1752 When made 1942
 Boilers made at ditto By whom made ditto Boiler No. 1752 When made 1942
 Registered Horse Power Owners Port belonging to
 Nom. Horse Power as per Rule 132. Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended For Ferry Services

ENGINES, &c.—Description of Engines 3 cylr Triple Exp. Revs. per minute 225
 Dia. of Cylinders 12 + 19 + 31 Length of Stroke 21 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 6.09 Crank pin dia. 7 7/8" Crank webs Mid. length breadth shrunk Thickness parallel to axis 4 9/16"
 as fitted 6 7/8" Mid. length thickness Thickness around eye-hole 3 3/4" at journals
 Intermediate Shafts, diameter as per Rule 5.8" Thrust shaft, diameter at collars as per Rule 6.09 3 3/4" at pins
 as fitted 7 7/8" as fitted 7.125
 Tube Shafts, diameter as per Rule 2.00 Screw Shaft, diameter as per Rule 6.425 Is the shaft fitted with a continuous liner Yes
 as fitted 2.00 as fitted 6 3/4"
 Bronze Liners, thickness in way of bushes as per Rule 16/32 Thickness between bushes as per Rule 12/32 Is the after end of the liner made watertight in the
 as fitted 17/32 as fitted 15/32 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 2 one piece
 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 a tight fit.
 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
 shaft No If so, state type Length of Bearing in Stern Bush next to and supporting propeller 33 1/2"
 Propeller, dia. 7'6" Pitch 5'6" No. of Blades 4 Material M. Brgs whether Moveable No Total Developed Surface 20 sq. feet
 Feed Pumps worked from the Main Engines, No. None Diameter Stroke Can one be overhauled while the other is at work
 Bilge Pumps worked from the Main Engines, No. None Diameter Stroke Can one be overhauled while the other is at work
 Indep. Feed Pumps No. and size Two 8 1/2' x 6' x 13' Simplex Pumps connected to the Main Bilge Line No. and size Two: one Ball 6' x 7' x 9' duplex (75 tons/hr) one 4.5P. 6' x 6' x 6' duplex (47 tons/hr)
 How driven Steam How driven Steam driven
 Ballast Pumps, No. and size One 6' x 7' x 9' duplex Lubricating Oil Pumps, including Spare Pump, No. and size None
 Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room Two of 3" & Two of 2" also one of 3" at fore end of Bldg room.
 In Pump Room In Hold Three: one Centre 3", 1 p & 5 wings 2 1/2' each.
 also one 3" EJECTOR SUCTION worked by discharge water from Ballast Pump.

Main Water Circulating Pump Direct Bilge Suctions, No. and size One of 6" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size One of 3" Are all the Bilge Suction Pipes in hold and bilge 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 Both
 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 Both
 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 No deep tanks Have they been tested as per Rule Yes
 Are all Pips, 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 (leaky aft) Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 2554 sq. ft.
 Is Forced Draft fitted Yes No. and Description of Boilers 2 Single ended. Working Pressure 180 lbs/sq. in.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? None If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting 12/2/42 Main Boilers 11/2/42 Auxiliary Boilers Donkey Boilers
 (If not state date of approval) Yes (app'd 9/3/42)
 Superheaters General Pumping Arrangements Pumping Arrgt in E. Rm. 24/2/42 Oil fuel Burning Piping Arrangements
 SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes
 State the principal additional spare gear supplied

20 tubes & 40 ferrules with packings for Condenser.

The foregoing is a correct description.

SWAN, HUNTER, & WIGHAM RICHARDSON, LTD.

G. J. Dwyer

Manufacturer.



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008222 - 008230 - 0116

1942
During progress of work in shops - - - Mar. 18. 23. 27. Apr. 1. 3. 8. 13. 16. 17. 20. 21. 22. 24. 28. 29. 30. May 6. 11. 13. 14. 18. 22. 29. June 2. 9. 12.
During erection on board vessel - - - 15. 22. 23. 24. 29. July 2. 17. 20. 22. 23. 29. Aug 11. 17. 27. Sep. 1. 3. 8. 10.
Dates of Survey while building
Total No. of visits 44.

Dates of Examination of principal parts—Cylinders 6/5/42 Slides 24/6/42 Covers 6/5/42
Pistons 24/6/42 Piston Rods 23/6/42 Connecting rods 23/6/42.
Crank shaft 30/4/42 Thrust shaft 22/7/42 Intermediate shaft 22/7/42
Tube shaft none Screw shaft 24/6/42 Propeller 24/6/42 + 24/7/42
Stern tube 20th + 22nd / 7/42 Engine and boiler seatings 24/7/42 Engines holding down bolts 11/8/42
Completion of fitting sea connections 24/7/42.
Completion of pumping arrangements 3/9/42 Boilers fixed 1/9/42 Engines tried under steam 3rd + 10th / 9/42
Main boiler safety valves adjusted 3/9/42 Thickness of adjusting washers AFT BLR 3/8 F.V. A.V. 25 1/4 ; FORD BLR 27/64
Crank shaft material 2 SH. Identification Mark 11531 HAI. Thrust shaft material 2 SH. Identification Mark 11531 HAI
Intermediate shaft material 2 SH. Identification Marks 11532 HAI. 500. Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material 2 SH Identification Mark 11531 HAI. 519. Steam Pipes, material S.D. SH. Test pressure 540 lb. Date of Test 6/5/42
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 Not desired
Is this machinery duplicate of a previous case Yes. If so, state name of vessel 9s ECEARAT 98746.
General Remarks (State quality of workmanship, opinions as to class, &c. SHIPYARD 401662. + sister vessels.

The machinery of this vessel has been built under special survey in accordance with the approved plans and the Society's Rules, and the materials and workmanship are good.

The machinery has been satisfactorily installed on board and tried under steam under working conditions, and is eligible in my opinion to be classed with this Society and to have the record + LMC 9. 42 with notation 2SB. 180 lb. FD. CL.

The amount of Entry Fee ... £ 3 : 0 :
Special ... £ 33 : 0 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 16 OCT 1942
When received, 19

A. Watt

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE 20 OCT 1942

Assigned + LMC 9. 42
FD CL



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