

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 30 JAN 1942

State of writing Report 19 When handed in at Local Office 27 JAN 1942 Port of HULL.
 No. in Survey held at HULL. Date, First Survey 3.2.41 Last Survey 27.11.1941
 Reg. Book. on the H.M.T. EDAY. (Number of Visits 43) Tons { Gross 452. Net 142.
 Built at SELBY. By whom built Messrs. Cochrane & Sons, Ltd. Yard No. 1234. When built 1941-11
 Engines made at HULL. By whom made Messrs. Angus & Smith Engine No. 695. When made 1941-11
 Boilers made at HULL. By whom made Messrs. Angus & Smith Boiler No. 695. When made 1941-11
 Registered Horse Power Owners THE ADMIRALTY. Port belonging to
 Nom. Horse Power as per Rule 156. Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes.
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple Expansion CONTRACT. Revs. per minute 160
 Dia. of Cylinders 13 1/2", 23", 38" Length of Stroke 27" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 7 1/2" 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 — Thickness around eye-hole 3 13/16"
 Intermediate Shafts, diameter as per Rule 7 1/2" Thrust shaft, diameter at collars as per Rule 7 1/2"
 as fitted 7 1/2" as fitted 7 7/8"
 Main Shafts, diameter as per Rule — Screw Shaft, diameter as per Rule 8 1/4" Is the { screw } shaft fitted with a continuous liner { No.
 as fitted — as fitted 8 1/4"
 Bronze Liners, thickness in way of bushes as per Rule — Thickness between bushes as per Rule — Is the after end of the liner made watertight in the
 as fitted — as fitted —
 Propeller 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 —
 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
 If so, state type NEWARK. Length of Bearing in Stern Bush next to and supporting propeller 36 1/2".
 Propeller, dia. 105" Pitch 9'-4" No. of Blades 3 Material C.I. whether Moveable Solid Total Developed Surface 30 sq. feet
 Main Engines, No. 2 Diameter 2 1/2" Stroke 15" Can one be overhauled while the other is at work Yes
 Bilge 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
 Feed Pumps { No. and size ONE 6" x 12" Weirs. Pumps connected to the { No. and size ONE 6" x 5 1/2" x 15" Weirs.
 { How driven Independent Mean Main Bilge Line { How driven Independent Mean ALSO Donkey
 Main Pumps, No. and size NONE 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 Eng. Rm. 2 @ 2" Dia. one @ 3 1/2" Dia. Stroke held 2 @ 2" Dia.
 Pump Room None In Holds, &c. One at 2" Dia. in each of the following:—Fore peak
 Main locker, ASDIC space, Magazine, Spirit Rm., Bunker, Shaft Space & after peak.
 Main Water Circulating Pump Direct Bilge Suctions, No. and size One @ 5" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size One @ 3 1/2" (included above) 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 A.W.L.
 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 No.
 Do all Pipes pass through the bunkers Feed Tank suction. How are they protected Wood Casing
 Do all 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 Space watertight Yes Is it fitted with a watertight door Accen worked from Parahme

MAIN BOILERS, &c.—(Letter for record 5.) Total Heating Surface of Boilers 2650 sq. ft.
 Which Boilers are fitted with Forced Draft All. Which Boilers are fitted with Superheaters None
 No. and Description of Boilers One SB. Working Pressure 200 lbs. 19.
 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 —
 LANS. Are approved plans forwarded herewith for Shafting 17-7-39. Main Boilers 17-7-39 Auxiliary Boilers None Donkey Boilers None
 (If not state date of approval)
 Superheaters None General Pumping Arrangements 17-10-39. Oil fuel Burning Piping Arrangements None

SPARE GEAR.
 Is the spare gear required by the Rules been supplied Yes.
 Is the principal additional spare gear supplied See attached list.

The foregoing is a correct description.

For AMOS & SMITH LTD.

W. E. Brown.

Manufacturer.



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1941.

Dates of Survey while building

During progress of work in shops - - 26.37.10 May 1-2.20.28 June 19.20.23.26 July 11.25 Aug. 1.20.22.23.26 Sep. 2.5.8.11.12.17.19.

During erection on board vessel - - 23.24.25 Oct. 10.15.22.23.24.27 Nov. 3.11.14.18.20.21.22.25.27.

Total No. of visits 43

Dates of Examination of principal parts—Cylinders 26/8/41. 28/8/41. 3/9/41. Slides 22/8/41. Covers 26/8/41. 28/8/41. 3/9/41.

Pistons 25/7/41. Piston Rods 22/8/41. Connecting rods 19/9/41.

Crank shaft 17/9/41. Thrust shaft 21-5-41. Intermediate shafts 1/5/41, 2/5/41.

Tube shaft ✓ Screw shaft 26-8-41. Propeller 25-9-41.

Stern tube 20-6-41. Engine and boiler seatings 15-10-41. Engines holding down bolts 15-10-41.

Completion of fitting sea connections 20-6-41.

Completion of pumping arrangements 14/11/41. Boilers fixed 15-10-41. Engines tried under steam 22-11-41.

Main boiler safety valves adjusted 14/11/41. Thickness of adjusting washers 3/8" 60T.

Crank shaft material M.S. Identification Mark 8397 LR. Thrust shaft material M.S. Identification Mark 16-4-41.

Intermediate shafts, material M.S. Identification Marks 8355 LR. Tube shaft, material 19-2-41. Identification Mark ✓

Screw shaft, material M.S. Identification Mark 1844 LRM. Steam Pipes, material Steel. Test pressure 600. Date of Test 22/10/41.

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. No.

Is this machinery duplicate of a previous case. No. If so, state name of vessel. H.M.T. BIRCH.

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 Dockman Ship & materials are good & when tried at as near full power as practicable in the basin it was found satisfactory in every respect.

The Vessel is eligible, in our opinion, when cleared to have the records of 4 L.M.C 1941-11 & O.G. & the notation T. 3 Cy. 13½. 23" 38"-27" 156 NHP. 200 lb 1.8B. 3 Cf. G.S 63 H.S 2650 F.D.

The amount of Entry Fee ... £ : : When applied for, 27 JAN 1942

Special ... £ 75 : 0 : When received,

Donkey Boiler Fee ... £ : : 19

Travelling Expenses (if any) £ : :

FRI 6 FEB 1942

Committee's Minute

Assigned

Adm. 11.41
22.09.

Richard J. Phillips & *J. P. P. P.*
Engineer Surveyor to Lloyd's Register of Shipping.



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