

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 16914

Date of writing Report 14/10/1940 When handed in at Local Office 19/10/1940 Port of MIDDLESBROUGH
 No. in Survey held at Haveron Hill Date, First Survey 17/7/40 Last Survey 15/10/1940
 Reg. Book. on the "L.C. 11" (SALVAGE LIGHTER) (Number of Visits 11)
 Built at Haveron Hill By whom built Jurness S. B. Co Ltd Yard No. 337 Tons { Gross 918.22
 Engines made at - By whom made - Engine No. 6444 when made -
 Boilers made at Stockton on Tees By whom made Stockton C. E. & R. Blo Boiler Nos 6445 when made 1940
 Registered Horse Power - Owners Admiralty Port belonging to Hartlepool
 Nom. Horse Power as per Rule - Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted Yes
 Trade for which Vessel is intended Salvage

ENGINES, &c.—Description of Engines

Dia. of Cylinders - Length of Stroke - No. of Cylinders - Revs. per minute -
 Crank shaft, dia. of journals as per Rule Crank pin dia. - Crank webs Mid. length breadth Mid. length thickness shrunken Thickness parallel to axis -
 Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule as fitted Thickness around eye-hole -
 Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the { tube } shaft fitted with a continuous liner { - }
 Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted Is the after end of the liner made watertight in the
 propeller boss - 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 - Is an approved Oil Gland or other appliance fitted at the after
 end of the tube shaft -
 Propeller, dia. - Pitch - No. of Blades - Material - whether Moveable - Total Developed Surface - sq. feet
 Feed Pumps worked from the Main Engines, No. - Diameter - Stroke - Can one be overhauled while the other is at work -
 Bilge Pumps worked from the Main Engines, No. - Diameter - Stroke - Can one be overhauled while the other is at work -
 Feed Pumps { No. and size 4" x 5" x 12" (Duplex) Pumps connected to the { No. and size 4" x 4" x 5" (Duplex)
 How driven Steam Main Bilge Line How driven Steam
 Ballast Pumps, No. and size 1-Centrifugal Lubricating Oil Pumps, including Spare Pump, No. and size ✓
 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 6-2"
 In Holds, &c. NIL

BALLAST

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-8" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 1-3" 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 Blowdown only Are they fitted with Valves or Cocks Both 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 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 ✓ How are they protected ✓
 What pipes pass through the deep tanks ✓ 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 ✓ Is it fitted with a watertight door ✓ worked from ✓

MAIN BOILERS, &c.—(Letter for record S)

Is Forced Draft fitted No Total Heating Surface of Boilers 10700
 No. and Description of Boilers 2-Vertical Multitubular Working Pressure 130 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED? YesIS A DONKEY BOILER FITTED? NoPLANS. Are approved plans forwarded herewith for Shafting - If so, is a report now forwarded? -Superheaters ✓ General Pumping Arrangements Yes Main Boilers Yes Auxiliary Boilers ✓ Donkey Boilers ✓

SPARE GEAR. State the articles supplied:—

1 set air pump valves; 1 set of valves of each size used for the liquid end of each independent pump; 1 set of circulating pump valves; 1 valve for main feed check for boiler; 1 impeller & shaft for ballast pump; 12 boiler tube stoppers complete; set of five bars for furnace; a quantity of assorted bolts studs & nuts; steel bars & plates of various sizes.

The foregoing is a correct description,

J. M. Gouven
 Manufacturer.



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Lloyd's Register
Foundation

During progress of work in shops - -
Dates of Survey while building July 14. Aug. 23. 30. Sept 3. 5. 12. 13. Oct. 2. 4. 11. 15.
During erection on board vessel - -
Total No. of visits 11

Dates of Examination of principal parts—Cylinders — Slides — Covers —
Pistons — Piston Rods — Connecting rods —
Crank shaft — Thrust shaft — Intermediate shafts —
Tube shaft — Screw shaft — Propeller —
Stern tube — Engine and Boiler seatings 17/7/40 Engines holding down bolts —
Completion of fitting sea connections 16/8/40
Completion of pumping arrangements 8/10/40 Boilers fixed 2/10/40 Engines tried under steam
Main boiler safety valves adjusted 11/10/40 Thickness of adjusting washers P 17/64" S 7/32" P 17/64" S 7/32"
Crank shaft material — Identification Mark — Thrust shaft material — Identification Mark —
Intermediate shafts, material — Identification Marks — Tube shaft, material — Identification Mark —
Screw shaft, material — Identification Mark — Steam Pipes, material SD Copper Test pressure 260 lb Date of Test 3/9-4/10/4
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 carrying and burning oil fuel been complied with —
Is this machinery duplicate of a previous case Yes If so, state name of vessel See Mdb Rpt No. 16912

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery of this vessel has been constructed under Special Survey & in accordance with the approved plan. The materials & workmanship are good. The machinery examined, & found working satisfactorily & eligible in my opinion to have a record of +NB 10,40 (Non Propelling Salvage Lighter)

APPROVED PLANS ATTACHED HEREWITH

- 1) Pumping Arrangements.
- 2) Arrangement of Machinery & Boilers.
- 3) Plan of Boilers.

The amount of Entry Fee ... £ 25 : 0 : 0 When applied for, 25-9-1940
Special ... £ : : :
Donkey Boiler Fee ... £ : : : When received,
Travelling Expenses (if any) £ : : : 19

R. J. Eastope
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned +NB (2) 10.40 130K