

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 15/10/1940 When handed in at Local Office 16/10/1940 Port of MIDDLESBROUGH
 Received at London Office OCT 29 1940
 No. in Survey held at Haverston Hill Date, First Survey 14/4/40 Last Survey 15/10/1940
 Reg. Book. on the "L.C. 10" (SALVAGE LIGHTER.) (Number of Visits 14)
 Built at Haverston Hill By whom built Furness S. B. & Co. Ltd Yard No. 336 Tons { Gross 918.22
 Engines made at - By whom made - Engine No. 6442 when made -
 Boilers made at Stockton on Tees By whom made Stockton C. E. & R. B. Ltd Boiler No. 56443 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. - Mid. length breadth - No. of Cranks -
 Intermediate Shafts, diameter - as per Rule - as fitted - Crank webs - Mid. length thickness - Thickness parallel to axis -
 Tube Shafts, diameter - as per Rule - as fitted - Thrust shaft, diameter at collars - as per Rule - as fitted - Thickness around eye-hole -
 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 -
 Length of Bearing in Stern Bush next to and supporting propeller -
 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 7x5x12" (Duplex) Pumps connected to the { No. and size 4x4x5" (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"
 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) Total Heating Surface of Boilers 1070 sq. ft.
 Is Forced Draft fitted No No. and Description of Boilers 2-Vertical Multi-tubular Working Pressure 130 lbs/sq. in.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? No
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? -

PLANS. Are approved plans forwarded herewith for Shafting - Boilers 12/2/40 Auxiliary Boilers - Donkey Boilers -
 (If not state date of approval)

SPARE GEAR. State the articles supplied:— 1 set air pump valves; 1 set of valves 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 stopper complete; set of five bars for 11 pound; a quantity of assorted bolts, studs, & nuts; steel bars & plates of various sizes.

The foregoing is a correct description,

FURNESS SHIPBUILDING CO. LIMITED,

J. M. Governor

Manufacturer.

Director,



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Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - -
Total No. of visits

July 17. Aug. 23. 30. Sept. 3. 5. 12. 13. 16. 19. 24. Oct. 2. 4. 12. 15

14

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 2/10/40 Boilers fixed 19/9/40 Engines tried under steam —
Main boiler safety valves adjusted 24/9/40 Thickness of adjusting washers P 1/4" S 7/32" P 7/32" S 1/4" STARBD
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 50 lb per sq in Test pressure 260 lb Date of Test 3-19/9/40
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 carrying and burning oil fuel been complied with —
Is this machinery duplicate of a previous case No. If so, state name of vessel —

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 Fighter)

Certificate to be sent to
The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

Committee's Minute

Assigned

See Mdb JE 16912
8 + N.B (2) 10.40 - 1306

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



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