

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

30 JAN 1942

Date of writing Report

When handed in at Local Office

to

Port of HULL.

No. in Survey held at HULL.

Reg. Book.

on the STEAM TUG.

JAUNTY.

Date First Survey

12.3.41

Last Survey

4.11.1941

(Number of Visits 10.)

Gross 601

Net 3

Built at SELBY.

By whom built Messrs. Cochrane & Son Ltd

Yard No. 1233.

When built 1941 11

Engines made at HULL.

By whom made Messrs. Chas. D. Holmes & Co

Engine No. 1591.

When made 1941 11

Boilers made at HULL

By whom made Messrs. Chas. D. Holmes & Co

Boiler No. 1591.

When made 1941 11

Registered Horse Power

Owners The Admiralty

Port belonging to

nom. Horse Power as per Rule

222

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which Vessel is intended

Towing Services

ENGINES, &c.—Description of Engines Triple Expansion.

Revs. per minute 122

No. of Cylinders 17' 28' 46"

Length of Stroke 33"

No. of Cylinders 3.

No. of Cranks 3.

Crank shaft, dia. of journals as per Rule 9.46

Crank pin dia. 9 5/8"

Crank webs

Mid. length breadth

Thickness parallel to axis 6 1/2"

Intermediate Shafts, diameter as per Rule 9.01

as fitted 9 1/2"

Thrust shaft, diameter at collars

as per Rule 9.46

as fitted 9 3/4"

Tube Shafts, diameter as per Rule

as fitted

Screw Shaft, diameter as per Rule 9.99

as fitted 10 1/2"

Is the shaft fitted with a continuous liner

Yes

Brass Liners, thickness in way of bushes as per Rule 2 1/2"

as fitted

Thickness between bushes as per Rule 17/32"

as fitted

Is the after end of the liner made watertight in the

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

One length

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

Yes

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

No. If so, state type

Length of Bearing in Stern Bush next to and supporting propeller 4 1/2"

Propeller, dia. 11'-9"

Pitch 12'-0"

No. of Blades 4.

Material C.I.

whether Moveable Solid

Total Developed Surface 52 sq. feet

Feed Pumps worked from the Main Engines, No. 2.

Diameter 3"

Stroke 18"

Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. 2.

Diameter 3"

Stroke 18"

Can one be overhauled while the other is at work Yes

Feed Pumps No. and size One 7"x5"x6" Duplex

How driven Independent Mean

Pumps connected to the Main Bilge Line

No. and size 2 @ 3"x18"

How driven Main Eng.

One 7"x7"x8" 23 Steam Hand P.

Ballast Pumps, No. and size One 7"x7"x8"

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 2 @ 2 1/2" x 3" Steam Ejector

4, 1 1/2" dia suction in gutterways

In Pump Room 1 @ 2"

In Holds, &c. One each of the following @ 2" dia:—Fore peak;

Water Ballast, Port & Star; Apr. Peak

Main Water Circulating Pump Direct Bilge Suctions, No. and size 3" Steam Ejector

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

Above

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

None

Have they been tested as per Rule

Yes

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

None

Is it fitted with a watertight door

—

worked from

MAIN BOILERS, &c.—(Letter for record)

Total Heating Surface of Boilers

3550 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

210 lbs / sq. in.

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

Yes

PLANS. Are approved plans forwarded herewith for Shafting

10.1.40

Main Boilers

20.10.37

Auxiliary Boilers

Donkey Boilers

(If not state date of approval)

Superheaters

General Pumping Arrangements

13.5.40

Oil fuel Burning Piping Arrangements

26.4.40

SPARE GEAR.

Has the spare gear required by the Rules been supplied

Yes

State the principal additional spare gear supplied

1 Set Rockwood & Co. rings and springs for pistons & piston valves.

OIL FUEL SPARE GEAR

2 Top end bolts & nuts.

1 Propeller

2 Bottom end bolts & nuts.

1 do Shaft.

2 Thermometers

2 Main bearing do.

12 Boiler tubes plain

6 Burner Bodies

1 Set Coupling bolts.

4 do Stay.

6 " Caps.

2 Safety Valve springs.

1 Piston Rod

36 " Nozzles

25 Condense tubes.

1 Valve Rod

36 " Diaphragms

50 Ferrules.

1 Main Check Valve

6 Fire bricks

1 Set Feed & Bilge pump Valves.

1 Donkey Check Valve

12 Gauge Glasses.

The foregoing is a correct description.

FOR CHARLES D. HOLMES & CO., LTD.

W.R. Evans

Manufacturer.

JAUNTY.

1941.
 During progress of work in shops - - Mar. 12. Apr. 5. 9. 10. 25. May. 7. 8. 9. 16. 21. 23. 30. June. 5. 7. 10. 13. 16. 19. 24. 28. July. 2. 4. 11. 14. (15.1)
 During erection on board vessel - - 18. 25. 28. 29. Aug. 1. 8. 15. 16. 18. 21. 22. 25. 26. 27. 29. Sep. 8. 12. 15. 16. 21. Oct. 1. 2. 6. 8. 9. 10. 15. 17. 25.
 Total No. of visits. 60.

Dates of Examination of principal parts—Cylinders 21/9/41 26/8/41 18/8/41 Slides 4-7-41
 Pistons 1/8/41 & 15/9/41 Piston Rods 4/7/41 & 25/7/41 Covers 21/9/41 26/8/41 18/8/41
 Crank shaft 14/7/41 Thrust shaft 28/7/41 Connecting rods 15/9/41
 Tube shaft ✓ Screw shaft 7-5-41 Intermediate shafts 8/8/41
 Stern tube 7-6-41 Engine and boiler seatings 10-6-41 Propeller 7-6-41
 Completion of fitting sea connections 7-6-41 Engines holding down bolts 8-10-41
 Completion of pumping arrangements 29/10/41 Boilers fixed 8-10-41 Engines tried under steam 29/10/41
 Main boiler safety valves adjusted 29/10/41 Thickness of adjusting washers 13/32" both.
 Crank shaft material M.S. Coupling 5301, Journal 5302 AEG. 29-5-41. Identification Mark Pin 5005. Thrust shaft material M.S. 5303 AEG. 29-5-41.
 Intermediate shaft, material M.S. Identification Marks 5304 AEG. 3-6-41. Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material M.S. Identification Mark 10-1-41 Steam Pipes, material Steel Test pressure 630. Date of Test 8-10-41.
 Is an installation fitted for burning oil fuel Yes Is the flash point of the oil to be used over 150°F. Yes
 Have the requirements of the Rules for the use of oil as fuel been complied with Yes
 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 Yes If so, state name of vessel FRISKY.

General Remarks (State quality of workmanship, opinions as to class, &c.)
 This machinery has been constructed & fitted on board under Special Survey in accordance with the approved plans, the Rules, & the Specifications. The workmanship & materials are good & when tried under steam it was found satisfactory in every respect.
 It is eligible, in our opinion, to have the record of L.M.C. 11.41
 C.L. & the notation T 3 cy. 17" 28" & 46" - 35" 210 lbs 222 MP. S.B. 3 cy
 H.S. 3550 F.D. Fitted for burning oil fuel 11.41 F.P. above 150° F

The amount of Entry Fee ... £ :
 Special ... £ 120 : -
 Donkey Boiler Fee ... £ :
 Travelling Expenses (if any) £ :
 When applied for, 27 JAN 1942
 When received, 19.

Lyke & Johnson
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 6 FEB 1942
 Assigned Fitt. for oil fuel 11.41 &c
 J.D. Cd.