

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report *24th April 1926* When handed in at Local Office *24th April 1926* Port of *Southampton*
 No. in Survey held at *Southampton* Date, First Survey *29th June 1925* Last Survey *15th April 1926*
 Reg. Book. on the *Steam Ldg. "CLAUSENTUM"* (Number of Visits *33*) Tons { Gross *268.0*
 Built at *Southampton* By whom built *J. S. Thornycroft & Co Ltd* Yard No. *1049* Net *173*
 Engines made at *do* By whom made *do* Engine No. *1049* when made *1926*
 Boilers made at *do* By whom made *Day Summers & Co Ltd* Boiler No. *395* when made *1926*
 Registered Horse Power *1200* Owners *Southampton Isle of White & South of England Royal Mail Steam Packet Co Ltd* Port belonging to *Southampton*
 Nom. Horse Power as per Rule *185* Is Refrigerating Machinery fitted for cargo purposes *✓* Is Electric Light fitted *yes*
 Trade for which Vessel is intended *Towing Purposes*

ENGINES, &c.—Description of Engines *Compound Surface Condensing* Revs. per minute *110*
 Dia. of Cylinders *19" x 38"* Length of Stroke *30"* No. of Cylinders *4* No. of Cranks *4*
 Crank shaft, dia. of journals *as per Rule 8.082"* Crank pin dia. *8.25"* Crank webs Mid. length breadth *15.5"* Thickness parallel to axis *5.75"*
 as fitted *8.25"* Mid. length thickness *5.75"* Thickness around eye-holes *3.625 & 3.675"*
 Intermediate Shafts, diameter *as per Rule* Thrust shaft, diameter at collars *as per Rule 8.082"*
 as fitted *none* as fitted *8.25"*
 Tube Shafts, diameter *as per Rule* Screw Shaft, diameter *as per Rule 8.96"* Is the tube shaft fitted with a continuous liner { *no*
 as fitted *✓* as fitted *9.1875"* { screw }
 Bronze Liners, thickness in way of bushes *as per Rule .57"* Thickness between bushes *as per Rule* Is the after end of the liner made watertight in the
 as fitted *6.25" & 5.9375"* as fitted *✓* propeller boss *no*
 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 *yes* Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft *no*
 Length of Bearing in Stern Bush next to and supporting propeller *37"*
 Propeller, dia. *10'-6"* Pitch *12'-3"* No. of Blades *4* Material *Cast Iron* whether Movable *no* Total Developed Surface *37* sq. feet
 Feed Pumps worked from the Main Engines, No. *Two* Diameter *3 1/4"* Stroke *15"* Can one be overhauled while the other is at work *yes*
 Bilge Pumps worked from the Main Engines, No. *Two* Diameter *3 1/4"* Stroke *15"* Can one be overhauled while the other is at work *yes*
 Feed Pumps { No. and size *One Duplex 7" x 4 1/2" x 8"* Pumps connected to the { No. and size *One Duplex 8" x 6" x 7" & two 3 1/4" x 15"*
 How driven *Steam* Main Bilge Line How driven *Steam aux. & main Engines*
 Ballast Pumps, No. and size *One Duplex 8" x 6" x 7"* 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 @ 2" & one @ 2 1/2"*
 In Holds, &c. *Two @ 2"*

Main Water Circulating Pump Direct Bilge Suctions, No. and size *Two @ 5"* Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size *One @ 2 1/2"* 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 *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 *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 are carried through the bunkers *Exhaust from steering engine & windlass* How are they protected *Asbestos lagged steel casings*
 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 *none* Is it fitted with a watertight door *✓* worked from *✓*

MAIN BOILERS, &c.—(Letter for record *S.*) Total Heating Surface of Boilers *3648 sq ft*
 Is Forced Draft fitted *no* No. and Description of Boilers *Two Single Ended* Working Pressure *120 lbs*
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? *yes*
 IS A DONKEY BOILER FITTED? *no* If so, is a report now forwarded? *✓*

PLANS. Are approved plans forwarded herewith for Shafting *yes* Main Boilers *yes* Auxiliary Boilers *✓* Donkey Boilers *✓*
 (If not state date of approval)

Superheaters *✓* General Pumping Arrangements *✓* Oil fuel Burning Piping Arrangements *✓*

SPARE GEAR. State the articles supplied:—*Two each top and bottom end bolts and nuts, two main bearing bolts and nuts, one set of coupling bolts and nuts, one set each feed and bilge pump valves, one set of piston rings, a quantity of assorted bolts and nuts, 1 set of picks of iron etc.*

The foregoing is a correct description,

JOHN I. THORNYCROFT & CO. LTD.

J. Donaldson.

Manufacturer.

DIRECTOR.



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Lloyd's Register
Foundation

010012- 010023- 0164

June 1925. 29th July 3rd 24th Aug 5th 17th Sept 11th 21st 29 Oct 7. 20. 21 Nov. 2nd 9th 20th 27th Dec 4th 8th
 During progress of work in shops -- Jan 5th 20th 25th Feb 15th 17th
 During erection on board vessel -- Feb 23rd March 4th 8th 11th 12th 17th 23rd 25th 26th April 8th 15th
 Dates of Survey while building
 Total No. of visits 33.

Dates of Examination of principal parts—Cylinders 17. 8. 25 Slides 28. 8. 25 Covers 28. 8. 25.
 Pistons 16. 9. 25 Piston Rods 28. 8. 25 Connecting rods 28. 8. 25
 Crank shaft 21. 4. 25 17. 8. 25 Thrust shaft 29. 9. 25 Intermediate shafts ✓
 Tube shaft ✓ Screw shaft 2. 10. 25 Propeller 21. 10. 25 & 2. 11. 25
 Stern tube 20. 11. 25 Engine and boiler seatings 29. 9. 25 Engines holding down bolts 4. 3. 26
 Completion of pumping arrangements 23. 3. 26 Boilers fixed 23. 2. 26. Engines tried under steam 8. 4. 26
 Main boiler safety valves adjusted 8. 4. 26. Thickness of adjusting washers Pt Bla. P. 3/32 S 3/8" STB° BLR. P 3/8" S 1/2"
 Crank shaft material steel Identification Mark LLOYD'S N° 7440 3925 STP Thrust shaft material steel Identification Mark 7388 LLOYD'S 15. 2. 26 2114
 Intermediate shafts, material ✓ Identification Marks PORT LLOYD'S N° 7385 15. 2. 26 2114 STB° 15. 2. 26 2114 Tube shaft, material ✓ Identification Mark
 Screw shaft, material steel Identification Mark LLOYD'S N° 7384 15. 2. 26 2114 Steam Pipes, material Copper Test pressure 250 lbs Date of Test 25. 1. 26
 Is an installation fitted for burning oil fuel ✓ 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 STEAM TUG. "CANUTE."
 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 requirements of the Rules and approved plans; the materials and workmanship are good and the engines + boilers have efficiently installed and afterwards tested under full working conditions and found to be in order and eligible, in my opinion to have a record of + L.M.C. 4. 26. 2 S.B. 120 lbs 0"

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 4. 26.

PMS. 27. 1. 26.

H. F. Garnett
 Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 3-0-0 When applied for, 3/5/1928
 Special ... £ 46-5-0
 Donkey Boiler Fee ... £ : : When received, 14/6/26
 Travelling Expenses (if any) £ : :

Committee's Minute
 Assigned + L.M.C. 4. 26

FRI. 7 MAY 1926