

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

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 Tug "CLAUSENTUM" (Number of Visits 33) Tons { Gross 268.0
 Net 1.73
 Built at Southampton By whom built J. S. Thornycroft & Co Ltd Yard No. 1049 When built 1926
 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" as fitted 8.25" Crank pin dia. 8.25" Crank webs Mid. length breadth 15.5" Thickness parallel to axis 5.75"
 Mid. length thickness 5.75" shrunk Thickness around eye-holes 3.625 & 3.675"
 Intermediate Shafts, diameter as per Rule none as fitted none Thrust shaft, diameter at collars as per Rule 8.082" as fitted 8.25"
 Tube Shafts, diameter as per Rule none as fitted none Screw Shaft, diameter as per Rule 8.96" as fitted 9.1875" Is the tube shaft fitted with a continuous liner
 Bronze Liners, thickness in way of bushes as per Rule .57" as fitted .625" & .59375" Thickness between bushes as per Rule none as fitted none Is the after end of the liner made watertight in the 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 3/4" Stroke 15" Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. Two Diameter 3/4" 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 Main Bilge Line { No. and size One Duplex 8" x 6" x 7" & two 3/4" x 15"
 How driven Steam 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 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 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
 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
 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 cart of picks of iron etc.

The foregoing is a correct description,

JOHN I. THORNYCROFT & CO. LTD.
J. Donaldson

Manufacturer.



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010012- 010023- 0164

Dates of Survey while building

During progress of work in shops -- June 1925. 29th July 3rd 24th Aug 5th 17th Sept. 11th 21st 29 Oct 7. 20. 21 Nov. 2nd 9th 20th 27th 4. 8th

During erection on board vessel -- Jan 5th 20th 25th Feb 15th 17th Feb 23rd March 4th 8th 11th 12th 17th 23rd 25th 26th April 8th 15th

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" 578° BLR. P 3/8" S 1/2"

Crank shaft material steel Identification Mark LLOYD'S N° 7440. Thrust shaft material steel Identification Mark 7388 LLOYD'S 15. 2. 26 285.

Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓

Screw shaft, material steel Identification Mark LLOYD'S N° 7385. 15. 2. 26 285. 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.

RMS. 57506

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

The amount of Entry Fee ... £ 3-0-0 When applied for, 3/5/1926

Special ... £ 46-5-0

Donkey Boiler Fee ... £ : : When received, 14/6/26

Travelling Expenses (if any) £ : :

FRI. 7 MAY 1926

Committee's Minute

Assigned *+L.M.C. 4. 26*

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

CERTIFICATE WRITTEN

