

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 6-8-42
 No. in Survey held at HULL
 Reg. Book. on the STEAM TUG. **DEXTEROUS**
 Built at SELBY. By whom built A. Charnock & Sons Ltd. Yard No. 1247. When built 1942
 Engines made at HULL. By whom made Chas. D. Holmes & Co. Ltd. Engine No. 1619. When made 1942
 Boilers made at HULL. By whom made Chas. D. Holmes & Co. Ltd. Boiler No. 1619. When made 1942
 Registered Horse Power 222. Owners The Admiralty. Port belonging to
 Nom. Horse Power as per Rule 222. Is Refrigerating Machinery fitted for cargo purposes. Is Electric Light fitted Yes
 Trade for which Vessel is intended Government Service

ENGINES, &c.—Description of Engines Triple Expansion. Revs. per minute 122.
 Dia. 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 1/8".
 as fitted 9 5/8". Mid. length thickness. Thickness around eye-hole 4 5/16".
 Intermediate Shafts, diameter as per Rule 9.46". Thrust shaft, diameter at collars as per Rule 9 5/8".
 as fitted 9 1/4". Is the {tube} shaft fitted with a continuous liner? Yes.
 Tube Shafts, diameter as per Rule 9.99". as fitted 10 1/4". Is the {screw} shaft fitted with a continuous liner? Yes.
 Bronze Liners, thickness in way of bushes as per Rule 601". Thickness between bushes as per Rule 45". Is the after end of the liner made watertight in the
 as fitted 2 1/32". as fitted 17/32".
 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.
 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
 aft No. If so, state type. Length of Bearing in Stern Bush next to and supporting propeller 41 1/2".
 Propeller, dia. 11'-9". Pitch 12'-0". No. of Blades 4. Material Cl. whether Movable Solid Total Developed Surface 52. sq. feet
 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. Pumps connected to the { No. and size Two 3"x18" One 7"x7"x8" Hand pump
 How driven Independent Beam. Main Bilge Line How driven Main Eng. Ejector. No. Cofferdam.
 Ballast Pumps, No. and size One 7"x7"x8". Lubricating Oil Pumps, including Spare Pump, No. and size None
 Are two independent means arranged for circulating water through the Oil Cooler None. Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room 2 @ 2 1/2" and 3" 8" Ejector. and Four 1 1/2" suction in gutterways.
 Pump Room Cofferdam One @ 2". In Holds, &c. One each in the following @ 2" Dia.:—Fore peak
 Fore peak ballast port & starboard, Apr. Peak.
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 6". Independent Power Pump Direct Suctions to the Engine Room Bilges,
 and size 3" 8" 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.
 All Sea Connections fitted direct on the skin of the ship Yes. Are they fitted with Valves or Cocks Yes, 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.
 At Pipes pass through the bunkers None. How are they protected.
 At pipes pass through the deep tanks None. Have they been tested as per Rule.
 All Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes.
 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.

IN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 3550 sq. ft.
 Which Boilers are fitted with Forced Draft All. Which Boilers are fitted with Superheaters None.
 and Description of Boilers One S.B. Working Pressure 210 lb / sq. in.
 A REPORT ON MAIN BOILERS NOW FORWARDED? Yes.
 A DONKEY BOILER FITTED? No.
 If so, is a report now forwarded?

Are approved plans forwarded herewith for Shafting 10-1-40. Main Boilers 20-10-39. Auxiliary Boilers None. Donkey Boilers None.
 (If not state date of approval)
 Reheaters None. General Pumping Arrangements 13-5-40. Oil fuel Burning Piping Arrangements 26-4-40.

SPARE GEAR.

the spare gear required by the Rules been supplied Yes.
 the principal additional spare gear supplied
 Tipens bolts & nuts. 1 set. Lockwood, Carlisle rings and
 Bottom end do. Springs for Pistons & Piston Valves.
 Main bearing do. Boiler Tubes. 4 Stay 12 Plain.
 Ser. Coupling Bolts. 1 Piston Rod.
 Safety Valve Spring. 1 Valve Rod.
 Condenser Tube. 1 Main Check Valve.
 do Ferrule. 1 Auxiliary Check Valve.
 Ser. Fire & Bilge Pump Valves.
 Ser. Air pump Valves.

OIL FUEL SPARE GEAR.
 2 Thermometers
 6 Burner Bodies
 6 " Caps.
 36 " Nozzles.
 36 " Diaphragms.
 6 Fire brick baffle
 12. Gauge Glasses.

The foregoing is a correct description.
 FOR CHARLES D. HOLMES & CO., LTD.

Manufacturer.

011912-011926-0013

DEXTEROUS

Dates of Survey while building

During progress of work in shops - - 1942. Feb. 5. 6. Mar. 3. 7. 9. 10. Apr. 17. May 5. 12. 22. 29. June 5. 15. 18. 22. 25. 30. July 8. 9. 10. 11. 15. 16. 20. 21. 22. 23. 24. 25. 27. 31. Aug. 5. 7. 12. 13. 14. 15. 17. 18. 19. 20. 21. 24. 25. 26. 28. 29. 31.

During erection on board vessel - - - Sept. 1. 2. 3. 4. 7. 10. 13. 16. 17.

Total No. of visits 58.

Dates of Examination of principal parts—Cylinders 9/7/42 11/7/42 16/7/42 Slides 27-7-42. Covers 9/7/42 11/7/42 16/7/42

Pistons 25/7/42 17/7/42 Piston Rods 17/7/42 Connecting rods 17/7/42

Crank shaft 22/6/42 Thrust shaft 5/5/42 Intermediate shafts 3/3/42

Tube shaft ✓ Screw shaft 10.3.42 Propeller 17/4/42

Stern tube 7.3.42 Engine and boiler seatings 17.4.42 Engines holding down bolts 17-8-42

Completion of fitting sea connections 17.4.42

Completion of pumping arrangements 31.8.42 Boilers fixed 12.8.42 Engines tried under steam 31.8.42

Main boiler safety valves adjusted 31.8.42 Thickness of adjusting washers F 7/16" A 5/8"

Crank shaft material M.S. 7380 CP. 3-4-42. Identification Mark 7381 CP. 3-4-42. Thrust shaft material M.S. 7378 CP. 3/4/42. Identification Mark JS 5/5/42

Intermediate shafts, material M.S. 338 CP. 5/12/41. Identification Marks JS 3/3/42. Tube shaft, material No. 6206 JFC 31/10/41. Identification Mark W 1207

Screw shaft, material M.S. 6206 JFC 31/10/41. Identification Mark W 1207

Steam Pipes, material Steel Test pressure 630 lb Date of Test 25/8/42

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. Hul. Rpt. 51413.

General Remarks (State quality of workmanship, opinions as to class, &c.)

The Machinery of this Vessel has been constructed in accordance with the approved plans, the Specification, and the Society's Rules, of tested material supplied by firms approved by the Society.

The Workmanship and Materials are good

The Machinery and Auxiliaries have been fitted aboard and, when tried under steam at or near full power as practicable in the basin, were found satisfactory in every respect.

The Vessel is eligible, in our opinion, to have the Record of L.M.C 9,42. C.L. and the Identification of T. 3 C. 17, 28, 46—33. 222 NH 1 S.B. 210 lb 10: 3 C. H.S. 3550. F.D. Fitted for oil fuel 9,42. F.P. above 150°F.

Certificate to be sent to

The amount of Entry Fee ... £ : : 14 OCT 1942

Special ... £120 : - : 19

Donkey Boiler Fee ... £ : : When received,

Travelling Expenses (if any) £ : : 19

Committee's Minute

FRI. 6 NOV 1942

Assigned

+ Lmb 9.42
Fitt. for oil fuel
JD, Ch,

J. Allen W.S. Shields
Engineer Surveyor to Lloyd's Register of Shipping



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