

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.

Date of writing Report 25-1-43 19... When handed in at Local Office 31 MAR 1943 19... Port of HULL.

No. in Survey held at HULL Date, First Survey... Last Survey... 19...
 Reg. Book on the STEAM TUG SAUCY (Number of Visits...)
 Built at SELBY By whom built C. Schone & Co. Yard No. 1257 When built 1943
 Engines made at HULL By whom made Chas. J. Holmes Engine No. 1636 When made...
 Boilers made at HULL By whom made Chas. J. Holmes Boiler No. 1646 When made...
 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 H.M. Rescu tug.

ENGINES, &c.—Description of Engines Triple Expansion Contract 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" Mid. length breadth — Thickness parallel to axis 6 1/8" as fitted 9 5/8" Crank webs shrunk Thickness around eye-hole 4 5/16" Mid. length thickness —
 Intermediate Shafts, diameter as per Rule 9.01 Thrust shaft, diameter at collars as per Rule 9.46" as fitted 9 1/4" as fitted 9 5/8"
 Tube Shafts, diameter as per Rule — Screw Shaft, diameter as per Rule 10.0" Is the screw shaft fitted with a continuous liner Yes as fitted — as fitted 10 1/4"
 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 propeller boss Yes as fitted 2 1/2" as fitted 1 1/2"
 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 at 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 Cl. 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" x 5" x 6" Duplex Pumps connected to the Main Bilge Line No. and size 2 @ 3" x 18" One 7" x 7" x 8" 3" Steam Hand P.
 How driven Independent Steam Main Eng. 2nd Section 3rd Section 1st Section
 Ballast Pumps, No. and size One 7" x 7" x 8" 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" + 3" 8" m. Ejector + 4 @ 1 1/2" suction in gutterways
 In Pump Room Cofferdam One @ 2" In Holds, &c. One @ 2" dia in each of the following: Fore Peak, Water 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, No. and size 3" 8" 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 —
 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 3550 sq. ft.
 Which Boilers are fitted with Forced Draft ALL Which Boilers are fitted with Superheaters NONE
 No. and Description of Boilers One S.B. Working Pressure 210 lb & 10'
 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 —
 PLANS. 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)
 Superheaters NONE 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
 2 Top end bolts & Nuts. One Set Lockwood & Carlsile rings and springs for Pistons & Piston valves.
 2 Bottom end do. 12 Plain Bilge Tubes.
 2 Main Bearings do. 4 Gray " "
 One Set Crank pin bolts. One Piston Rod.
 2 Safety Valve Springs. One Valve Rod.
 25 Condenser tubes. One Main Check Valve.
 50 Ferrules. One Donkey Check Valve.
 One Set Fire & Bilge Pump Valves.
 One Set Air pump valves.

OIL FUEL SPARE GEAR
 2 Thermometers.
 6 Bushes Bodies.
 6 " Caps.
 36 " Nipples.
 36 " Diaphragms.
 6 Fire Brack Buffers.
 12. Gauge Glasses.

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

Manufacturer.



SAUCY

Dates of Survey while building: During progress of work in shops -- 1942. Sept 12, 18, 19, 25, Oct 2, 6, 9, 16, 19, 21, 24, 30. Nov. 6, 9, 10, 12, 13, 14, 17, 20, 30. Dec. 4, 12, 18. 1943 - Jan 11, 13, 18, 19, 26, Feb. 9, 14.

Dates of Examination of principal parts: Cylinders 14/11/42, 10/11/42, 6/11/42. Slides 4-12-42. Covers 14/11/42, 10/11/42, 6/11/42. Pistons 4/12/42, 12/12/42. Piston Rods 4/12/42. Connecting rods 4/12/42. Crank shaft 16/10/42. Thrust shaft 19/10/42. Intermediate shafts 8/8/42, 6/2/43. Tube shaft None. Screw shaft 9/11/42. Propeller 11/11/42. Stern tube 9/11/42. Engine and boiler seatings 19/1/43. Engines holding down bolts 19/1/43.

Completion of fitting sea connections 11/11/42. Completion of pumping arrangements 16/2/43. Boilers fixed 3/2/43. Engines tried under steam 16/2/43. Main boiler safety valves adjusted 16/2/43. Thickness of adjusting washers F 13/32 A 7/16.

Crank shaft material F.I. Steel 8818, 8819, 8820. Identification Mark CP.4-8-42. Thrust shaft material F.I. Steel 8817. Identification Mark 4-8-42. Intermediate shafts, material F.I. Steel. Identification Marks 9/11/42 JS. 8806 C.P. Tube shaft, material None. Identification Mark ---. Screw shaft, material F.I. Steel. Identification Mark 18/9/42 JS. 8909. C.P. Steam Pipes, material Steel. Test pressure 630 lb. Date of Test 2.2.43.

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 Yes. If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with Yes. Is this machinery duplicate of a previous case Yes. If so, state name of vessel FRISKY. Hull 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 Rules and the Specifications, of tested material made by firms accredited by the Society.

The Workmanship and materials are good.

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

Eligible in my opinion to have the record of LMC 3, 43. CL. and the notation of T 30y 17', 28", 46" - 33". 222 NHP, 158. 210ft, 30ft, H.S. 3550, F.P. 170ft

Fitted for oil fuel 3, 43. F.P. above 150° F.

Blank space for additional remarks or signatures.

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

Committee's Minute TUES. 6 APR 1943

Assigned f Lumb J. 40 fitt. for oil fuel re J.D. Ch.



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