

Rpt. 4.

No. 51952.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report

19

When handed in at Local Office

19

Port of

Received at London Office

25-1-43

No. in Survey held at

HULL

Date, First Survey

Last Survey

19

Reg. Book

(Number of Visits)

on the STEAM TUG

SAUCY

Tons

Gross 577

Net 1

Built at

SELBY

By whom built

Cochrane & Sons Ltd

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

GINES, &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"

Crank webs

Mid. length breadth —

Thickness parallel to axis 6 1/8"

as fitted 9 5/8"

Mid. length thickness —

shrunk

Thickness around eye-hole 4 5/16"

Intermediate Shafts, diameter

as per Rule 9.01"

as fitted 9 1/4"

Thrust shaft, diameter at collars

as per Rule 9.46"

as fitted 9 5/8"

Tube Shafts, diameter

as per Rule —

as fitted —

Screw Shaft, diameter

as per Rule 10.0"

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"

as fitted 2 1/2"

Thickness between bushes

as per Rule .45"

as fitted 1 1/2"

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

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 41 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

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" 8" Hand P.

Pumps

How driven Independent Steam

Main Bilge Line

How driven Main Eng. 18" 5" 3" 8"

18" 5" 3" 8"

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" 1" Ejector 4 @ 1 1/2" Suctions 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" 1" 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 & Carlisle rings and

2 Bottom end do.

Springs for Pistons & Piston Valves

2 Main Bearings

12 Plain Bilge Tubes

One Set Crank pin bolts

4 Gray

2 Safety Valve Springs

One Piston Rod

25 Condenser Tubes

One Valve Rod

50 Ferrules

One Main Check Valve

One Set Fire & Bilge Pump Valves

One Donkey Check Valve

One Set Air pump Valves

OIL FUEL SPARE GEAR

2 Thermometers

6 Burner Bodies

6 " Caps

36 " Nipples

36 " Diaphragms

6 Fire Brack Baffles

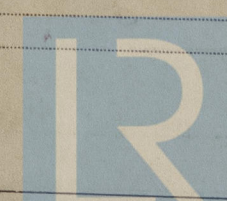
12 Gauge Glasses

The foregoing is a correct description.

FOR CHARLES D. HOLMES & CO., LTD.

W.R. Evans

Manufacturer.



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Lloyd's Register Foundation

011912-011926-0122

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.
 During erection on board vessel -- 1942. Sept 24, Nov. 9, 11. Dec. 4, 18, 23, 31. 1943 JAN. 1, 4, 5, 8, 11, 15, 16, 18, 20, 21, 22, 25, 26, 27.
 FEB 2, 3, 6, 9, 10, 14, 15, 16, 19, 20, 22, 23, 24, 25, 26. MAR 1
 Total No. of visits 70.

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 13/2 A 7/16.
 Crank shaft material F.I. Steel 8818, 8819, 8820. Identification Mark CP. 4-8-42 Thrust shaft material F.I. Steel Identification Mark 8817. CP. 4-8-42.
 Intermediate shafts, material F.I. Steel Identification Marks 9/11/42 JS. 8806 C.F. 4-8-42. Tube shaft, material None Identification Mark —
 Screw shaft, material F.I. Steel Identification Mark 18/4/42 JS. 8909. CP 19-8-42 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 ✓
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with ✓
 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 Specification, 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 our opinion to have the record of LMC 3, 43. CL. and the notation of T 30
 17, 28, 46 - 33. 222 NHP, 158. 210 ft, 30 ft, H.S. 3550, F.P. 200
 Fitted for oil fuel 3, 43. F.P. above 150° F.

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

W. I. Shields, J. P. M.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned f Lumb J. 43
 fitt. for oil fuel re
 32, CH;