

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 12.4.1943 When handed in at Local Office 12.4.1943 Port of HULL
 No. in Survey held at HULL Date, First Survey Sept. 29. 1942 Last Survey 5 April 1943
 Reg. Book (Number of Visits 54)
 on the STEAM TUG **STORMCOCK "STORMKING"** Tons { Gross 597
 Net 1
 Built at SELBY By whom built Cochane & Sons Ltd Yard No. 1258 When built 1943
 Engines made at HULL By whom made Chas. J. Holmes Ltd Engine No. 1637 When made 1943
 Boilers made at West Hartlepool By whom made Central Marine Eng. Works Boiler No. R358 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 Government Service

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" as fitted 9 5/8" Crank pin dia. 9 5/8" Mid. length breadth — Thickness parallel to axis 6 1/8"
 as fitted 9 5/8" Crank webs 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 None Screw Shaft, diameter as per Rule 10.0" as fitted 10 1/4" Is the { tube } shaft fitted with a continuous liner { Yes.
 { screw }
 Bronze Liners, thickness in way of bushes as per Rule .601 as fitted 2 1/32" Thickness between bushes as per Rule .45" as fitted 1 7/32" 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 4 1/2"
 Propeller, dia. 11'-9" Pitch 12'-0" No. of Blades 4 Material CI. 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 { No. and size 2 @ 3" x 18" One 7" x 7" x 8" 3" Hand Pump
 How driven Independent Steam Main Bilge Line How driven Main Eng. Id. Steam Ejector No. Cofferdam
 Ballast Pumps, No. and size One 7" x 7" x 8" Lubricating Oil Pumps, including Spare Pump, No. and size —
 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" Steam Ejector. 0.4 @ 1 1/2". Suctions in gutterways.
 In Pump Room Cofferdam One @ 2" dia. In Holds, &c. One @ 2" dia. in each of the following Fore Peak
 water ballast (p.s.), aft peak
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 6" dia. Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 3" dia. 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 5) 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 — Donkey Boilers —
 (If not state date of approval)
 Superheaters — 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

State the principal additional spare gear supplied

2 Top end bolts and Nuts. One Set Lockwood Carbide Rings and
 2 Bottom end do. Springs for Pistons & Piston Valves
 2 Main Bearing do. 112. Plain Boiler Tubes.
 One Set Coupling bolts 4 Stay do.
 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 Aux Check Valve.
 One Set Air Pump Valve.

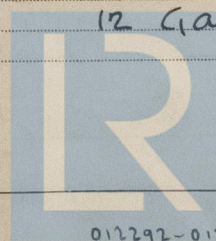
OIL FUEL SPARE GEAR.

2 Thermometers.
 6 Burner Bodies
 6 " Caps.
 36 " Nozzles
 36 " Diaphragms.
 6 Fire brick baffles.
 12 Gauge glasses.

The foregoing is a correct description.

For CHAS. J. HOLMES & CO., LTD.

Manufacturer.

Lloyd's Register
Foundation

012292-012305-0064

"STORMCOCK" "STORMING"

Dates of Survey while building

During progress of work in shops - - { 1942 Sept 29, Oct 6, 7, 8, 9, 16, 19, 24, 30, 31, Nov 2, 6, 13, 14, 26, 27, 30, Dec 3, 4, 18, 18,
1943 Jan 1, 6, 23, Feb 14, Mar 3, 15,
Nov 9, 1943
During erection on board vessel - - { 1942/DEC 4, 18, 29, / FEB 12, 17, 19, 20, 22, 23, 24, 26, MAR 2, 3, 8, 9, 11, 15, 17, 19, 24,
26, 30, 31, APR 1, 2, 3, 5.
Total No. of visits 57.

Dates of Examination of principal parts - Cylinders 30/11/42 1/12/42 26/11/42 Slides 12/12/42 Covers 30/11/42 1/12/42 26/11/42
Pistons 8/1/43. Piston Rods 12/12/42. Connecting rods 1/1/43.
Crank shaft 3/12/42 Thrust shaft 6/11/42 Intermediate shafts 30/11/42
Tube shaft Screw shaft 31/10/42. Propeller 9/11/42
Stern tube 9/11/42 Engine and boiler seatings 4/12/42 Engines holding down bolts

Completion of fitting sea connections.
Completion of pumping arrangements 15.3.43. Boilers fixed 3/3/43. Engines tried under steam 15.3.43.
Main boiler safety valves adjusted 15.3.43. Thickness of adjusting washers F 3/8" A 25/64"
1663, B.E., 3-12-42 = Comp. 8912. Journals 8913. Pins 8914.
Crank shaft material F.I. Steel. Identification Mark CP 19-8-42 Thrust shaft material F.I. Steel { Lloyds 1663, JS, 6-11-42
Intermediate shafts, material D° { Identification Marks 8365, CP, 4-6-42 } Identification Mark 8911, AEG, 26/8/42
Screw shaft, material D° Identification Mark 6103, AEG, 9/9/41 } Lloyds 1663, JS, 31-10-42 } Identification Mark
Pipes, material STEEL Test pressure 675 lb Date of Test 7.12.42.
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 ✓
Is this machinery duplicate of a previous case. Yes If so, state name of vessel "HORSA"

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.
The workmanship and materials are good
The machinery has been fitted on board and when tried under working conditions was found satisfactory in every respect.
Eligible in our opinion to have the record of *LMC 4,43, CL. and the notation of T 3cf. 17", 28", 46" - 33". 222 NHP. 1 SB 210 lb 3cf. HS 3550
F.D. Fitted for oil fuel 4,43. F.P. above 150°F.

The amount of Entry Fee ... £ 72 : : When applied for, 19 APR 1943
Special ... £ 96 : :
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ : : 19

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

Committee's Minute ... WED. 28 APR 1943
Assigned ... + LMC 4,43
FD CW