

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.

1 JUL 1946

Date of writing Report 19 When handed in at Local Office 19 Port of Hull
No. in Survey held at Selby Hull Date, First Survey 14 November Last Survey 3 January 1946
Reg. Book (Number of Visits 39)
on the Single Screw Tug "Danube VII"
Built at Selby By whom built Cochrane & Sons Ltd. Yard No. 1312 When built 1946
Engines made at Hull By whom made C. D. Holmes Ltd. Engine No. 1717 When made 1946
Boilers made at Hull By whom made C. D. Holmes Ltd. Boiler No. 1717 When made 1946
Registered Horse Power Owners The Tilbury Contracting & Dredging Port belonging to London
Nom. Horse Power as per Rule 138 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
Trade for which vessel is intended Towing Services

ENGINES, &c.—Description of Engines Steam reciprocating triple expansion, ocean going Revs. per minute 112
Dia. of Cylinders 15 1/2" 26" 42" Length of Stroke 30" No. of Cylinders 3 No. of Cranks 3
Crank shaft, dia. of journals as per Rule approved 8 5/8" Crank pin dia. 8 5/8" Crank webs Mid. length breadth 13" Thickness parallel to axis 5 1/2" Thickness around eye-hole 3 13/16"
Intermediate Shafts, diameter as per Rule approved 8 1/4" Thrust shaft, diameter at collars as per Rule approved 8 1/2" 8 5/8" in way of collar 8 1/4" at aft end
Tube Shafts, diameter as per Rule approved 9 1/2" at large end 9 3/8" Body. Is the tube screw shaft fitted with a continuous liner no
Bronze Liners, thickness in way of bushes as per Rule approved Thickness between bushes as fitted 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 yes
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 yes
If two liners are fitted, is the shaft lapped or protected between the liners yes
If so, state type Hewark Type No. One Length of Bearing in Stern Bush next to and supporting propeller 3'-8"
Propeller, dia. 10'-8" Pitch 12'-6" No. of Blades 4 Material C.I. whether Moveable no Total Developed Surface 44 sq. feet
Feed Pumps worked from the Main Engines, No. none Diameter Stroke Can one be overhauled while the other is at work yes
Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 18" Can one be overhauled while the other is at work yes
Feed Pumps No. and size 2 No. 5" x 7" x 12" Pumps connected to the Main Bilge Line No. and size 7" x 8" x 8" 2-2 1/2" x 18" How driven Ind. Steam with float Ind. Steam from M.E.
Ballast Pumps, No. and size One Duplex 7 x 8 x 8 tank as above Lubricating Oil Pumps, including Spare Pump, No. and size
Are two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected both to Main Bilge Pumps and Auxiliary
Bilge Pumps:—In Engine and Boiler Room ER 1-2 1/2" ER 1-2 1/4" BR 1-2 1/2" In Pump Room none In Holds, &c. 1-2" each, fore peak tank, after peak tank, store and aft cabin
Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-5" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, No. and size 1-2 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 as far as practicable 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 yes Is it fitted with a watertight door yes worked from access from above only.

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2490 ft².
Which Boilers are fitted with Forced Draft none Which Boilers are fitted with Superheaters none
No. and Description of Boilers one single ended cylindrical multitubular boiler Working Pressure 200 lbs
IS A REPORT ON MAIN BOILERS NOW FORWARDED?
IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? yes
Can the donkey boiler be used for other than domestic purposes
PLANS. Are approved plans forwarded herewith for Shafting 24th/45 Main Boilers 30.5.45 Auxiliary Boilers Donkey Boilers
(If not state date of approval)

Superheaters none General Pumping Arrangements 16.10.45 Oil fuel Burning Piping Arrangements 22.10.45

SPARE GEAR.

Has the spare gear required by the Rules been supplied yes
State the principal additional spare gear supplied as per attached list

The foregoing is a correct description.

FOR CHARLES D. HOLMES & CO., LTD.

W. H. Evans

Manager

Manufacturer.



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Lloyd's Register
Foundation

014023-014031-0146

DANUBE VII

1945
 During progress of work in shops - -
 1946
 During erection on board vessel - -
 Total No. of visits **39**

Dates of Examination of principal parts—Cylinders 4.3.46 Slides 4.3.46 Covers 4.3.46
 Pistons 7.3.46 Piston Rods 7.3.46 Connecting rods 7.3.46
 Crank shaft 7.3.46 Thrust shaft 18.1.46 Intermediate shafts 23.11.45
 Tube shaft ✓ Screw shaft 19.11.45 Propeller 19.12.45
 Stern tube 24.1.45 Engine and boiler seatings 22.1.46 Engines holding down bolts 2.4.46
 Completion of fitting sea connections 19.12.45
 Completion of pumping arrangements 30.4.46 Boilers fixed 2.4.46 Engines tried under steam 15/4/46 30/4/46
 Main boiler safety valves adjusted 15.4.46 Thickness of adjusting washers F & A 3/8
 Crank shaft material F.I. STL Identification Mark 638, FW, Thrust shaft material F.I. STL Identification Mark 635, FW,
 Intermediate shafts, material F.I. STL Identification Marks 637, FW, 27.7.45 Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material F.I. STL Identification Mark 633, FW, 27.7.45 Steam Pipes, material STL Test pressure 600 lb. Date of Test 13.4.46
 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 Danub VI

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

The machinery of this vessel has been built under Special Survey in accordance with the Secretary's letters, approved plans and the Rules. The materials and workmanship are good. Machinery tried under working conditions and found satisfactory.

Eligible in my opinion to be classed in the Register Book
 LMC 5,46. OG. T. 3Cy. 15 1/2", 26", 42" - 30". 200 lb.
 M.N. 138. ISB. 3 cf 2490 FT² H.S.
 Fitted for burning oil fuel 5,46. F.P. above 150° F.

The amount of Entry Fee ... £ 3 : 0 :
 Special + LMC ... £ 34 : 10 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 19.
 When received, 19.

Date FRI. 19 JUL 1946

W. S. Shields.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute + LMC 5,46
 FITTED FOR OIL FUEL 5,46 FLASH POINT ABOVE 150°F. O.G.



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