

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 14th November Last Survey 3rd May 1946
 Reg. Book Selby Hull (Number of Visits 39) Tons Gross 237 Net NIL
 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 138 Owners The Selby Contracting & Dredging Co. Ltd 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 service Revs. per minute 112
 Dia. of Cylinders 15 1/2", 26" 4 1/2" Length of Stroke 30" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule approved Crank pin dia. 8 5/8" Crank webs Mid. length breadth 13" ✓ Thickness parallel to axis 3/2" ✓
as fitted 8 5/8" Crank webs Mid. length thickness 5 1/2" ✓ Thickness around eye-hole 3 13/16" ✓
 Intermediate Shafts, diameter as per Rule approved Thrust shaft, diameter at collars as per Rule approved
as fitted 8 1/4" ✓ Thrust shaft, diameter at collars as fitted 8 1/2" ✓
 Tube Shafts, diameter as per Rule approved Screw Shaft, diameter as per Rule approved
as fitted as fitted 9 1/2" at large end of cone ✓ Is the tube screw shaft fitted with a continuous liner 8 1/4" in way of collars ✓
9 3/8 Body, as per Rule ✓ 8 1/4 at aft end ✓
 Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the propeller boss ✓
as fitted as fitted If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ✓
 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 ✓
 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 ✓
 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 Two - Wests 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 ✓ How driven 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 ✓ 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 multibular 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? ✓
 Can the donkey boiler be used for other than domestic purposes ✓
 PLANS. Are approved plans forwarded herewith for Shafting 24/45 ✓ 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. N. Evans Manager

Manufacturer.



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Lloyd's Register Foundation

014023-014031-0166

NOTE.—The words which do not apply should be deleted.

2m.1.44. T (MADE IN ENGLAND.)

DANUBE VII

1945: Nov. 14, 19, 23. Dec. 4, 6. Jan. 2, 11, 16, 18, 27, 31. Feb. 16, 18, 19, 20, 23. Mar. 1, 4, 7, 14, 16, 19
 23, 25
 1946: Nov. 24, Dec. 19. Jan. 22. Feb. 15. Mar. 27. Apr. 2, 4, 11, 13, 16, 18, 28, 30. MAY 1, 3

During progress of work in shops - - -
 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 24.11.45 Engine and boiler seatings 22.1.46 Engines holding down bolts 2.4.46
 Completion of fitting sea connections 19.12.45 Boilers fixed 2.4.46 Engines tried under steam 15/4/46 30/4/46
 Completion of pumping arrangements 30.4.46 Thickness of adjusting washers F & A 3/8
 Main boiler safety valves adjusted 15.4.46 Crank shaft material F.I. STL Identification Mark & 638, FW, Thrust shaft material F.I. STL Identification Mark & 635, FW, 27.7.45
 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...

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

Date **FRI. 19 JUL 1946**

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

