

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 19 1940 When handed in at Local Office 4 OCT 1940 Port of HULL Received at London Office OCT - 7 1940

No. in Survey held at Good & Full Date, First Survey 19. 2. 40. Last Survey 3. 9. 1940.  
Reg. Book. on the H.M.S. PIROUETTE (Number of Visits 32.)

Gross Tons 452  
Net Tons 142  
When built 1940-9.  
When made do.  
When made do.

Built at Good By whom built Good P. B. & R. Co. Ltd. Yard No. 752  
Engines made at Full. By whom made Amos & Smith Ltd. Engine No. 675  
Boilers made at do By whom made do Boiler No. do  
Registered Horse Power ✓ Owners The Admiralty Port belonging to —  
Nom. Horse Power as per Rule 156 Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted Yes  
Trade for which Vessel is intended ✓

## ENGINES, &amp;c.—Description of Engines

Dia. of Cylinders 12 1/2 x 22 + 38. Length of Stroke 27 No. of Cylinders 3 CONT. Revs. per minute 160  
Crank shaft, dia. of journals as per Rule 7.5" Crank pin dia. 7 7/8 Crank webs Mid. length breadth ✓ Thickness parallel to axis 4 13/16"  
as fitted 7 7/8" Mid. length thickness ✓ shrunk Thickness around eye-hole 3 15/16"  
Intermediate Shafts, diameter as per Rule 7.15" Thrust shaft, diameter at collars as per Rule 7.5"  
as fitted 7 1/4" as fitted 7 7/8"  
Tube Shafts, diameter as per Rule ✓ Screw Shaft, diameter as per Rule 8.2" Is the { tube } shaft fitted with a continuous liner { ✓  
as fitted ✓ as fitted 8 1/4" screw } No

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 ✓  
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 shaft Yes If so, state type Newark Length of Bearing in Stern Bush next to and supporting propeller 36 1/2"

Propeller, dia. 105" Pitch 9'-4" No. of Blades 3 Material C.I. whether Moveable No. Total Developed Surface 30 sq. feet  
Feed Pumps worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 15" 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 15" Can one be overhauled while the other is at work Yes  
Feed { No. and size One 4 x 6 x 12 Weirs Pumps connected to the { No. and size One 6 x 5 1/2" x 15" } ✓  
Pumps { How driven Independent Steam Main Bilge Line { How driven Independent Steam } ✓  
Ballast Pumps, No. and size None 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 Eng Rm 2@2" dia + one @2 3/4" dia Stakehold 2@2" dia  
In Pump Room None In Holds, &c. One @2" dia in each of the hold casing. One peak  
Chain Poles, Rods, &c. None Magazine, Spirit Room, Bunker, Shaft Space & Rft Peak.

Main Water Circulating Pump Direct Bilge Suctions, No. and size One - 5" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One @2 3/4" included above 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 stakehold plates Yes Are the Overboard Discharges above or below the deep water line Below  
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 No.  
What Pipes pass through the bunkers Feed Tank Suctions How are they protected Wood casing  
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 No worked from Access from flat above

MAIN BOILERS, &c.—(Letter for record S)

Which Boilers are fitted with Forced Draft Boiler Total Heating Surface of Boilers 2650  
No. and Description of Boilers One S.B. Which Boilers are fitted with Superheaters None  
Working Pressure 200  
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 17.10.39 Main Boilers 17.10.39 Auxiliary Boilers None Donkey Boilers None  
(If not state date of approval)  
Superheaters None General Pumping Arrangements 17.10.39 Oil fuel Burning Piping Arrangements None

## SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes  
State the principal additional spare gear supplied See attached list

The foregoing is a correct description.  
For AMOS & SMITH LTD.

A. E. Kenney  
DIRECTOR

Manufacturer.



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Foundation

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Dates of Survey while building  
 During progress of work in shops --- 1940 Feb. 18, Mar. 7, Apr. 3, 8, 10, 11, 20, 25, 30, May 2, 9, 23, 24, 30, June 4, 13, 15, 18, 19, 28, July 5, 6, 10, 22, 24, 30, Aug 2, 7, 22, 27, 29, Sept. 3.  
 During erection on board vessel ---  
 Total No. of visits 32

Dates of Examination of principal parts—Cylinders 25/4/40 Slides 25/4/40 Covers 30/4/40  
 Pistons 25/4/40 Piston Rods 11/4/40 Connecting rods 11/4/40  
 Crank shaft 4/6/40 Thrust shaft 2/5/40 Intermediate shafts 30/5/40  
 Tube shaft ✓ Screw shaft 3/4/40 Propeller 23/7/40  
 Stern tube 23/7/40 Engine and boiler seatings 23/7/40 Engines holding down bolts  
 Completion of fitting sea connections 23/7/40  
 Completion of pumping arrangements 16/8/40 Boilers fixed 22/7/40 Engines tried under steam 29/8/40  
 Main boiler safety valves adjusted 16/8/40 Thickness of adjusting washers Both 3/8"  
 Crank shaft material ✓ Identification Mark 722 L.T. 5-1-40 Thrust shaft material ✓ Identification Mark 856 EH 5-3-40  
 Intermediate shafts, material ✓ Identification Marks 52 } 8-5-40 EH Tube shaft, material ✓ Identification Mark ✓  
 Screw shaft, material ✓ Identification Mark 2673 AEG 14/40 Steam Pipes, material ✓ Test pressure 600 lb/sq. in. Date of Test 24/7/40  
 Is an installation fitted for burning oil fuel No Is the flash point of the oil to be used over 150°F. ✓  
 Have the requirements of the Rules for the use of oil as fuel been complied with ✓  
 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

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

The Machinery of this vessel has been constructed & fitted on board in accordance with the approved Admiralty plans. The specification & the Society's Rules. The workmanship & materials are good & when tried at as near full power as practicable in the basin it was found satisfactory in every respect.

This Vessel is eligible, in my opinion, when classed to have the records of L.M.C. 9.40 & O.G. & the notation T. 3. cy. 13 1/2. 23 + 28 156 N.H.P. 200 lb B.P. S.B. 3 cf. G. 962 H.S. 2650 F.D.

The amount of Entry Fee ... £ : :  
 Special ... £ 75 : 0 :  
 Donkey Boiler Fee ... £ : :  
 Travelling Expenses (if any) £ : :

When applied for  
4 OCT 1940

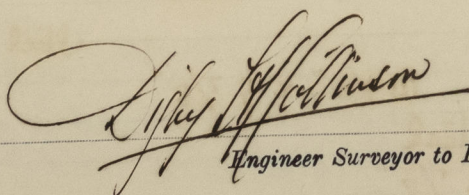
When received,  
8-12-19

Committee's Minute

Assigned

+ LMC 9.40 F.D. O.G.

FRI. 11 OCT 1940

  
 Engineer Surveyor to Lloyd's Register of Shipping.



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