

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

12 MAR 1942

Received at London Office

19 MAR 1942

Date of writing Report 27. 2. 1942 When handed in at Local Office

Port of

HULL

No. in Survey held at HULL

Date, First Survey 27. 3. 41. Last Survey 1. 3. 1942.

Reg. Book.

on the STEAM TUG.

ADEPT.

(Number of Visits 54.)

Gross 601  
Tons Net 5

Built at SELBY.

By whom built Cochran &amp; Son, Ltd.

Yard No. 1237.

When built 1942. 2

Engines made at HULL.

By whom made Chas. D. Holmes &amp; Co., Ltd.

Engine No. 1596

When made do

Boilers made at HULL

By whom made Chas. D. Holmes &amp; Co., Ltd.

Boiler No. 1596.

When made do

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

Voyage

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

Dia. of Cylinders 17" x 28" x 46" Length of Stroke 33" No. of Cylinders 3 Revs. per minute 122.

Crank shaft, dia. of journals as per Rule 9.46" as fitted 9.5" Crank pin dia. 9.5" Crank webs Mid. length breadth — Mid. length thickness — Thickness parallel to axis 6 1/8" shrunk Thickness around eye-hole 4 7/16"

Intermediate Shafts, diameter as per Rule 9.01" as fitted 9 1/8" Thrust shaft, diameter at collars as per Rule 9.46" as fitted 9 3/8"

Tube Shafts, diameter as per Rule None as fitted Screw Shaft, diameter as per Rule 9.99" as fitted 10 1/4" Is the tube 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 3/4" 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 shaft? No. If so, state type —

Propeller, dia. 11'-9". Pitch 12'-0". No. of Blades 4 Material C.I. 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" steam Hand pump  
How driven Independent Steam Main Bilge Line How driven Main Eng. 1st Steam Ejector. 1st C.I. dam.

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" x 3" Steam Ejector. &amp; 4, 1 1/2" dia. Suctions in gutterways. In Pump Room C.I. dam 1 @ 2"

In Holds, &amp;c. One each of the following @ 2" Dia.:- Fore Peak; Wake Ballast Port &amp; Star. Apr Peak.

Main Water Circulating Pump Direct Bilge Suctions, No. and size One @ 6" dia. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 3" 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 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, &amp;c.—(Letter for record 5) Total Heating Surface of Boilers 3550 sq. ft. Is Forced Draft fitted All.

No. and Description of Boilers One S.B. Working Pressure 210 lbs. IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes.

IS A DONKEY BOILER FITTED? No. If so, is a report now forwarded? —

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? Yes.

State the principal additional spare gear supplied. OIL FUEL SPARE GEAR.

2 Top end bolts &amp; nuts 1 Set Lockwood &amp; Colville rings &amp; springs 2 Thermometers.

2 Bottom end do 4 for Pistons &amp; Piston Valves. 6 Burner Rods.

2 Main Bearing do. 4 Boiler stay tubes. 6 " Caps.

1 Set Coupling bolts 12 " Plain " 36. " Nipples

2 Safety Valve Springs 1 Piston Rod 36. " Diaphragms

Condenser tubes. 1 Valve Rod 6 Fire brick guards.

1 Set Feed &amp; bilge pump Valve 1 Main, 1 Aux Check Valve 12 Gauge glasses.

1 Set Air pump Valve. 1 propeller. 1 propeller shaft.

The foregoing is a correct description.  
FOR CHARLES D. HOLMES & CO., LTD.

W.R. Evans

Manufacturer.



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Lloyd's Register  
Foundation

W322-0123



ADAPT.

Dates of Survey while building  
 During progress of work in shops -- 1941. Jan 27. July 29, Aug. 5, 6, 16, 21, 22, 29. Oct. 10, 11, 24, 31. Nov. 6, 7, 10, 11, 12, 14, 15, 17, 18, 20, 21, 26  
 During erection on board vessel -- Dec. 1, 5, 10, 12, 15, 16, 18, 19, 28, 29. 1942. Jan. 1, 2, 7, 15, 16, 17, 20, 21, 22, 23, 24. Feb. 2, 3, 4, 6.  
 Total No. of visits 57.

Dates of Examination of principal parts—Cylinders 11/11/41. 15/11/41. 17/11/41. Slides 12/12/41. Covers 11/11/41. 15/11/41. 17/11/41.  
 Pistons 3/10/41. 7/11/41. Piston Rods 2/10/41. Connecting rods 2/10/41. 2/11/41.  
 Crank shaft 17/11/41. Thrust shaft 6/11/41. Intermediate shafts 14/11/41.  
 Tube shaft None Screw shaft 27/3/41. Propeller 16/8/41.  
 Stern tube 16/8/41. Engine and boiler seatings 1-1-42. Engines holding down bolts 23-1-42  
 Completion of fitting sea connections 2/4/41.

Completion of pumping arrangements 6-2-42 Boilers fixed 23-1-42. Engines tried under steam 6-2-42  
 Main boiler safety valves adjusted 6-2-42 Thickness of adjusting washers F 1/32" A. 3/8"  
 Crank shaft material M.S. Identification Mark 5959. Jammels. 5960. AEG. 2/8/41. Thrust shaft material M.S. Identification Mark 5957. AEG. 2-8-41.  
 Intermediate shafts, material M.S. Identification Marks 5958. AEG. 2-8-41. Tube shaft, material None. Identification Mark ✓  
 Screw shaft, material M.S. Identification Mark 5495. AEG. 16-7-41. Steam Pipes, material Steel. Test pressure 630 lb Date of Test 22/1/42.

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 No  
 Is this machinery duplicate of a previous case Yes If so, state name of vessel "ASSURANCE." with minor modifications

General Remarks (State quality of workmanship, opinions as to class, &c.)  
 The Machinery of this Vessel has been fitted on board under Special Survey, in accordance with the approved plans, the Rules & the Specification. The workmanship & materials are good & when tried under steam it was found satisfactory in every respect.  
 It is eligible, in our opinion, to have the record of L.M.C. 2-42. C.L. & the notations of T. 3 cy. 17", 28" 46"-33. 210 lbs 222 HP. 1.5 B. 3 cf. H.S. 3550 F.D.

The amount of Entry Fee ... £ : : When applied for, 13 MAR 1942  
 Special ... £ 120: 0: :  
 Donkey Boiler Fee ... £ : : When received,  
 Travelling Expenses (if any) £ : : 10

Committee's Minute TUE 24 MAR 1942  
 Assigned With final notes J.D. C.L.

Engineer Surveyor to Lloyd's Register of Shipping.

