

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.

Date of writing Report 3-11-42.5. When handed in at Local Office 14/11/42. Port of HULL.
 No. in Survey held at HULL. Date, First Survey 22.6.42. Last Survey 26.12.1942.
 Reg. Book on the STEAM TUG **RESCUE HORDA** (Number of Visits 62)
 Built at SELBY. By whom built Cochrane & Son. Yard No. 1252. When built 1942.
 Engines made at HULL. By whom made Chas. D. Holmes & Co. Engine No. 1627. When made 12.
 Boilers made at HULL. By whom made Chas. D. Holmes & Co. Boiler No. 1627. When made 12.
 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. Crank pin dia. 9 5/8". Crank webs Mid. length breadth — Thickness parallel to axis 6 1/8".
 as fitted 9 5/8". Mid. length thickness — shrunk Thickness around eye-hole 4 5/16".
 Intermediate Shafts, diameter as per Rule 9.01. Thrust shaft, diameter at collars as per Rule 9.46.
 as fitted 9 1/4". as fitted 9 5/8".
 Tube Shafts, diameter as per Rule 9.99. Screw Shaft, diameter as per Rule 10 1/4". Is the {tube screw} shaft fitted with a continuous liner {Yes.
 as fitted — as fitted 10 1/4".
 Bronze Liners, thickness in way of bushes as per Rule 2 1/32". Thickness between bushes as per Rule 45.
 as fitted 2 1/32". 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 shaft. 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 Cl. 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'x5'x6" Duplex. Pumps connected to the {No. and size 2@3'x18". One 7'x7'x8" 3" Hand pump.
 How driven 2 deep-draw from Main Bilge Line How driven Main Eng. 3rd from 5" Suction No. 600.
 Ballast Pumps, No. and size One 7'x7'x8". 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 2 @ 2 1/2" & 3" Steam Ejector. 2 @ 1 1/2" Suctions in gutterways.
 In Pump Room Cofferdam One @ 2". In Holds, &c. One each of the following @ 2" Dia. For peak
 Water Ballast port & No. 1. All peak
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 6". 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 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 S) 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 None. Donkey Boilers None.
 (If not state date of approval)
 Superheaters None. 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

2 Top end bolts and Nuts
 2 Bottom end do
 2 Main bearing do
 1 Set Coupling nuts
 2 Set Valve springs
 25 Condenser tubes
 50 do ferrule
 1 Set Feed & Bilge pump Valve
 1 Set Air pump Valve

One Set Lockwood Carbide ring & spring
 for Piston & Piston Valves.
 12 Ballo valves
 4 " " " "
 One piston rod
 One Valve rod
 One Main Check Valve
 One Donkey Check Valve

OIL FUEL SPARE GEAR
 2 Thermometers
 6 Bushes
 6 do Caps.
 36 do Nipples
 36 do Diaphragms
 6. Richick nipples
 12 Gauge glasses

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

W.R. Evans

Manufacturer.



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| Dates of Examination of principal parts—Cylinders | | Slides | Covers |
|---|---------|----------|----------------------------|
| 12/2/42 | 2/10/42 | 16/9/42 | 2-10-42 |
| Pistons | 2/10/42 | 16/10/42 | 9/10/42 |
| Piston Rods | 25/9/42 | | Connecting rods |
| Crank shaft | 16/9/42 | | Intermediate shafts |
| Thrust shaft | 27/8/42 | | Propeller |
| Tube shaft | | | Engines holding down bolts |
| Screw shaft | 2/7/42 | | |
| Engine and boiler seatings | 14/9/42 | | |
| Stern tube | 4/7/42 | | |

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... "PROSPEROUS"

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 & the Specification, of tested material made by firms accredited by this Society.

The workmanship and material are good.

The machinery and auxiliaries have been fitted on board and when tried under steam at as near full power as practicable in the basin were found satisfactory in every respect.

Eligible in our opinion to have the record of *LMC 12,42. C.L.

and the notation of T 3 cy. 17", 28", 46" - 33. mon 222 NHP.

15B 210 lb 3cf HS 3550 F.D.

Fitted for oil fuel 12.42. FP above 150°F.

The amount of Entry Fee ... £ : : When applied for, 16/1/1943

Special ... £ 120 : : When received, 1943

Donkey Boiler Fee ... £ : : Engineer Surveyor to Lloyd's Register of Shipping

Travelling Expenses (if any) £ : :

TUE 26 JAN 1943

Committee's Minute ...

Assigned ...

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