

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 18 DEC 1941

Date of writing Report 10 When handed in at Local Office 15-12-1941 Port of Aberdeen.

No. in Survey held at Aberdeen. Date, First Survey 27<sup>th</sup> Oct., 1940. Last Survey 10<sup>th</sup> Dec 1941.  
Reg. Book. on the H. M. S. "LOOSESTRIFE" (Number of Visits 59) Gross 813.22 Tons Net 304.14 When built 1941.

Built at Aberdeen. By whom built Hall, Russell & Co. Ltd. Yard No. 461 When built 1941.

Engines made at Aberdeen By whom made Hall, Russell & Co. Ltd. Engine No. 461 When made 1941.

Boilers made at Glasgow By whom made Barclay Curle & Co. Ltd. Boiler No. 39/28 When made 1941.

Registered Horse Power Owners The Admiralty Port belonging to London.

Nom. Horse Power as per Rule 409. Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes.

Trade for which Vessel is intended ✓

**ENGINES, &c.—Description of Engines** Triple expansion Revs. per minute 185

Dia. of Cylinders 18 $\frac{1}{2}$ " 31 $\frac{1}{2}$ " 20 $\frac{1}{2}$ " Length of Stroke 36" No. of Cylinders 4 No. of Cranks 4

Crank shaft, dia. of journals as per Rule 10.034" as fitted 10 $\frac{1}{2}$ " Crank pin dia. 10 $\frac{1}{2}$ " Crank webs Mid. length breadth 16 $\frac{3}{4}$ " Thickness parallel to axis 6 $\frac{1}{2}$ "  
Mid. length thickness 6 $\frac{1}{2}$ " shrunk Thickness around eye-hole 4 $\frac{1}{4}$ "

Intermediate Shafts, diameter as per Rule 9.556" as fitted 10 $\frac{1}{4}$ " Thrust shaft, diameter at collars as per Rule 10.034" as fitted 10 $\frac{1}{2}$ "

Tube Shafts, diameter as per Rule as fitted ✓ Screw Shaft, diameter as per Rule 10.43" as fitted 10 $\frac{1}{8}$ " Is the { tube } shaft fitted with a continuous liner { screw } Yes

Bronze Liners, thickness in way of bushes as per Rule 6.12" as fitted 5 $\frac{1}{8}$ " Thickness between bushes as per Rule 4.61" as fitted 9 $\frac{1}{16}$ " 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 ✓

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 ✓ 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 5'-0"

Propeller, dia. 10'-6" Pitch 10'-8" No. of Blades 3 Material Bronze whether Moveable No Total Developed Surface 31. 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. None Diameter Stroke Can one be overhauled while the other is at work

Feed Pumps { No. and size 2-8 $\frac{1}{2}$ "x6"x18" 1-10 $\frac{1}{2}$ "x8"x22" Pumps connected to the { No. and size 2-6"x6"x6" Duplex 1-5" Downston  
How driven Steam Main Bilge Line How driven Steam Hand.

Ballast Pumps, No. and size 2-6"x6"x6" Duplex Lubricating Oil Pumps, including Spare Pump, No. and size None

Are two independent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room E.R. 1-3" For AFT B.R.'s each 1-3" & 1-3" direct.

In Pump Room ✓ In Holds, &c. Fore peak. Chain locker. Acid. Magazines, etc.

Eng. store. Aft Peak. each 1-2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-9 $\frac{1}{2}$ " Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-3"

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 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 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 4080 Square feet.

Is Forced Draft fitted Yes. No. and Description of Boilers Two Single ended Working Pressure 225 lbs $\frac{1}{4}$ "

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes. Rpt N<sup>o</sup> 64430

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

Is the donkey boiler intended to be used for domestic purposes only No

**PLANS.** Are approved plans forwarded herewith for Shafting ✓ Main Boilers ✓ Auxiliary Boilers ✓ Donkey Boilers ✓  
(If not state date of approval)

Superheaters ✓ General Pumping Arrangements ✓ Oil fuel Burning Piping Arrangements ✓

## SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes.

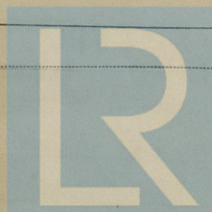
State the principal additional spare gear supplied As per Specification

The foregoing is a correct description,

FOR HALL, RUSSELL & CO., LTD.

SECRETARY.

Manufacturer.



© 2020

Lloyd's Register  
Foundation

002978-002988-0196



1940  
 During progress of work in shops - - Oct. 4. 16. 23. Dec. 5. 24. Jan. 7. 21. 24. Feb. 3. 14. 18. 20. 26. Mar. 21. Apr. 3. 9. 21. May 1. 4. 15. 16. 29. June 5. 11. 14. 20. 25.  
 1941  
 During erection on board vessel - - July 4. 9. 14. 14. Aug. 28. 30. Sept. 10. 11. 15. 18. 19. 23. 25. Oct. 6. 10. 15. Nov. 12. 18. 20.  
 1941  
 June 24. Aug. 20. Oct. 13. Nov. 5. 11. 12. 18. 20. Dec. 1. 6. 8. 9. 10.  
 Total No. of visits 59.

Dates of Examination of principal parts—Cylinders 14-6-41 Slides 4-4-41 Covers 14-6-41  
 Pistons 28-8-41 Piston Rods 28-8-41 Connecting rods 25-6-41  
 Crank shaft 15-10-40 Thrust shaft 9-4-41 Intermediate shafts 9-4-41  
 Tube shaft NONE Screw shaft 9-4-41 Propeller 9-4-41  
 Stern tube 20-6-41 Engine and boiler seatings 20-8-41 Engines holding down bolts 5-11-41  
 Completion of fitting sea connections 20-8-41  
 Completion of pumping arrangements 11-11-41 Boilers fixed 5-11-41 Engines tried under steam 20-11-41  
 Main boiler safety valves adjusted 11-11-41 Thickness of adjusting washers P & S. 5/16 EACH. P & S. 5/16 EACH.  
 Crank shaft material O.H.I.S. Identification Mark 5196 Thrust shaft material O.H.I.S. Identification Mark 5295  
 Intermediate shafts, material O.H.I.S. Identification Marks 5293 Tube shaft, material ✓ Identification Mark ✓  
 Screw shaft, material O.H.I.S. Identification Mark 5294 Steam Pipes, material S.D.S. Test pressure 645 LBS. Date of Test 23-9-41.  
 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 4 lower class Corvettes.

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 Rules, approved plans & specification.  
 The materials & workmanship are good.  
 The machinery & boilers have been securely fitted on board the vessel, tried under power and found satisfactory, and is eligible in my opinion to be classed in the Register Book with record of survey I L M C 12-41 and notation of TS-CH.

The amount of Entry Fee ... £ : : When applied for,  
 INCLUSIVE FEE 140 0  
 Special ... £ : : 15. 12. 1941  
 CREDIT GHS 2/5 = £ 68  
 Donkey Boiler Fee ... £ : : When received,  
 Travelling Expenses (if any) £ : : 19

Committee's Minute FRI. 2 JAN 1942

Assigned Latt. for al. prod 12.41  
 22, CL.

J. A. away  
 Engineer Surveyor to Lloyd's Register of Shipping.