

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 30/11/42 When handed in at Local Office 1942 Port of BIRMINGHAM

No. in Survey held at BIRMINGHAM Date, First Survey 27/2/42 Last Survey 14 November 1942

Reg. Book. on the ADMIRALTY OIL FUEL LIGHTER "C606" (Number of Visits) Tons Gross Net

Built at HESSLE & HULL By whom built H. SCARR Yard No. 5427 When built 1942

Engines made at BIRMINGHAM By whom made BELLISS & MORCOM Engine No. 9960 When made 1942

Boilers made at [blank] By whom made [blank] Boiler No. [blank] When made [blank]

Registered Horse Power 400 Owners ADMIRALTY Port belonging to [blank]

Nom. Horse Power as per Rule [blank] Is Refrigerating Machinery fitted for cargo purposes [blank] Is Electric Light fitted [blank]

Trade for which Vessel is intended OIL FUELLIGHTER

ENGINES, &c.—Description of Engines MARINE TRIPLE EXPANSION Revs. per minute 160

Dia. of Cylinders 11"-18"-30" Length of Stroke 18" No. of Cylinders THREE No. of Cranks THREE

Crank shaft, dia. of journals as per Rule 5.7" as fitted 5.75" Crank pin dia. 5.75" Crank webs Mid. length breadth [blank] Thickness parallel to axis 3.98" shrunk Thickness around eye-hole 2 1/2"

Intermediate Shafts, diameter as per Rule 5.43" as fitted [blank] Thrust shaft, diameter at collars as per Rule 5.7" as fitted 5.75"

Tube Shafts, diameter as per Rule [blank] as fitted [blank] Screw Shaft, diameter as per Rule 6.33" as fitted 6.75" Is the {tube screw} shaft fitted with a continuous liner { } No

Bronze Liners, thickness in way of bushes as per Rule [blank] as fitted NONE Thickness between bushes as per Rule [blank] as fitted [blank] Is the after end of the liner made watertight in the propeller boss [blank]

NEWARK GLAND FITTED If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner [checked]

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 [checked]

If two liners are fitted, is the shaft lapped or protected between the liners [checked] 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 2-3"

Propeller, dia. 7-6" Pitch 6-9" No. of Blades 4 Material BRONZE whether Moveable LOOSE Total Developed Surface 23 sq. feet

Feed Pumps worked from the Main Engines, No. 1 Diameter 2 1/4" Stroke 9" Can one be overhauled while the other is at work [checked]

Bilge Pumps worked from the Main Engines, No. 1 Diameter 2 1/4" Stroke 9" Can one be overhauled while the other is at work [checked]

Feed Pumps { No. and size [checked] How driven [checked] Pumps connected to the Main Bilge Line { No. and size [checked] How driven [checked]

Ballast Pumps, No. and size [checked] Lubricating Oil Pumps, including Spare Pump, No. and size [checked]

Are two independent means arranged for circulating water through the Oil Cooler [checked] Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room [checked] In Pump Room [checked] In Holds, &c. [checked]

Main Water Circulating Pump Direct Bilge Suctions, No. and size [checked] Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size [checked]

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes [checked]

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 [checked]

Are all Sea Connections fitted direct on the skin of the ship [checked] Are they fitted with Valves or Cocks [checked]

Are they sized sufficiently high on the ship's side to be seen without lifting the stokehold plates [checked] Are the Overboard Discharges above or below the deep water line [checked]

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel [checked] Are the Blow Off Cocks fitted with a spigot and brass covering plate [checked]

What Pipes pass through the bunkers [checked] How are they protected [checked]

What pipes pass through the deep tanks [checked] Have they been tested as per Rule [checked]

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times [checked]

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 [checked] Is the Shaft Tunnel watertight [checked] Is it fitted with a watertight door [checked] worked from [checked]

MAIN BOILERS, &c.—(Letter for record [blank]) Total Heating Surface of Boilers 1280 sq. ft. Working Pressure 200 lbs./sq. in.

Is Forced Draft fitted [checked] NO No. and Description of Boilers [checked]

IS A REPORT ON MAIN BOILERS NOW FORWARDED? [checked]

IS A DONKEY BOILER FITTED? [checked] If so, is a report now forwarded? [checked]

Is the donkey boiler intended to be used for domestic purposes only [checked]

PLANS. Are approved plans forwarded herewith for Shafting 3/10/41 Main Boilers [checked] Auxiliary Boilers [checked] Donkey Boilers [checked]

(If not state date of approval) Superheaters [checked] General Pumping Arrangements [checked] Oil fuel Burning Piping Arrangements [checked]

SPARE GEAR.

Has the spare gear required by the Rules been supplied YES SUPPLIED AS PER ATTACHED LIST.

State the principal additional spare gear supplied.

The foregoing is a correct description, For Belliss & Morcom Limited.

Alfred Morcom

Manufacturer.

Director.



Lloyd's Register Foundation

REPORT ON STEAM PROPULSION MACHINERY

21/2/42, 21/4/42, 14/4/42, 19/5/42, 9/6/42, 12/6/42, 14/6/42, 23/6/42
 During progress of work in shops - - 3/7/42, 13/7/42, 15/7/42, 23/7/42, 10/8/42, 21/8/42, 25/8/42, 3/9/42, 21/9/42
 Dates of Survey while building }
 During erection on board vessel - - - }
 Total No. of visits

Dates of Examination of principal parts—Cylinders 25/7/42, 3/9/42 Slides 21/9/42 Covers 25/7/42, 3/9/42
 Pistons 21/9/42 Piston Rods 21/9/42 Connecting rods 21/9/42
 Crank shaft 8/7/42, 10/8/42 Thrust shaft 9/6/42 Intermediate shafts ✓
 Tube shaft ✓ Screw shaft 9/6/42 Propeller ✓
 Stern tube 11/6/42 Engine and boiler seatings ✓ Engines holding down bolts ✓
 Completion of fitting sea connections ✓ Boilers fixed ✓ Engines tried under steam ✓
 Completion of pumping arrangements ✓ Thickness of adjusting washers ✓
 Main boiler safety valves adjusted ✓ Crank shaft material FORGED STEEL Identification Mark LLOYD'S NO 6386 Thrust shaft material STEEL Identification Mark H.D.S. 23/11/42
 Intermediate shafts, material ✓ Identification Marks Tube shaft, material ✓ Identification Mark
 Screw shaft, material FORGED STEEL Identification Mark H.D.S. 19/11/42 Steam Pipes, material ✓ Test pressure ✓ Date of Test ✓
 Is an installation fitted for burning oil fuel ✓ 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 ✓ 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 H SCARR YARD NO 542

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

This engine has been built under Special Survey in accordance with the Secretary's letter dated 7/10/41 and approved plan. The materials and workmanship are sound and good. The engine is being despatched to H. Scarr & Co. Besse, in Hull, for fitting in an Admiralty oil fuel lighter and on the satisfactory installation of the engine the vessel will be eligible to have record of 1st M.C. with date

IS A REPORT ON MAIN BOILERS NOW FORWARDED?
 IS A DONKEY BOILER FITTED?
 IS A REPORT ON MAIN BOILERS NOW FORWARDED?

The underlined Fording Reports attached
 Birmingham Fording Report No. 2443.
 hull " " " F 6386

The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £	:	:	When applied for,
Special Donkey Boiler Fee ... £ 6 : 10	:	:	19.....
Travelling Expenses (if any) £	:	:	When received, 19.....

H. M. Crivell M. Bedford
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned See for machy sp. (Hull 51991)

FRI. 14 MAY 1943

