

Rpt. 4.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

DISCLOSED SECTION NO. 260
No. 41,718
Received at London Office 18 FEB 1944
Date of writing Report 15-2-1944 When handed in at Local Office 18 FEB 1944 Port of Jp Suich
No. in Survey held at Jarmouth Date, First Survey 6-9-44 Last Survey 10-2-1944
Reg. Book "Vic 83" (Number of Visits 16)
Built at Horn By whom built Richard. Oyston L. Yard No. T 511 Tons Gross 658
Engines made at Jarmouth By whom made (Gibbs (1939) Ltd. Engine No. 647 When built 1944
Boilers made at By whom made Boiler No. 669 When made 1944
Registered Horse Power Owners Port belonging to
Nom. Horse Power as per Rule 6.9. Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
Trade for which vessel is intended

GINES, &c.—Description of Engines Compound Reciprocating Revs. per minute 150
Dia. of Cylinders 10 1/2 - 22" Length of Stroke 14" No. of Cylinders Two No. of Cranks Two
Crank shaft, dia. of journals as per Rule 4 3/8" 4.13 for smooth cooler Mid. length breadth Thickness parallel to axis 2 7/8 + 3"
as fitted 4 3/8" Crank pin dia. 4 3/8" Crank webs shrunk Thickness around eye-hole 2"
Intermediate Shafts, diameter as per Rule 3.9.3 for smooth cooler Thrust shaft, diameter at collars as per Rule 4.26" 4.13
as fitted 4 3/8" as fitted 4 3/8"
Tube Shafts, diameter as per Rule 4 7/8" 4.59 Screw Shaft, diameter as per Rule 4 7/8" Is the {tube} shaft fitted with a continuous liner {No}
as fitted 4 7/8" as fitted 4 7/8"
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
as fitted 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
at If so, state type Length of Bearing in Stern Bush next to and supporting propeller 30"
Propeller, dia. 66" Pitch 86" No. of Blades 4 Material C.I. whether Moveable No Total Developed Surface 11.6 sq. feet
Feed Pumps worked from the Main Engines, No. 6 Dia. 2 1/8" Stroke 6" Can one be overhauled while the other is at work
Bilge Pumps worked from the Main Engines, No. 6 Dia. 2 1/8" Stroke 6" Can one be overhauled while the other is at work
Feed {No. and size Pumps connected to the {No. and size
Pumps How driven Main Bilge Line How driven
Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size
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
In Pump Room In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,
No. and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes
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
Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks
Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line
Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate
What Pipes pass through the bunkers How are they protected
What pipes pass through the deep tanks 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
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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers
Which Boilers are fitted with Forced Draft Which Boilers are fitted with Superheaters
No. and Description of Boilers Working Pressure

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED?

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 28.10.41 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

State the principal additional spare gear supplied

The foregoing is a correct description. (1981) LTD.

Manufacturer.

Managing Director.



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Lloyd's Register
Foundation

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17.8.43, 18.6.43, 1.7.43, 24.9.43, 10.11.43, 18.11.43, 14.1.44, 25.1.44, 3.2.44
 During progress of work in shops - - { 6.9.43, 21.10.43, 24.11.43, 15.12.43, 4.1.44, 18.1.44, 10.2.44.
 Dates of Survey while building {
 During erection on board vessel - - - {
 Total No. of visits Sixteen (16)

Dates of Examination of principal parts—Cylinders 21-10-43. Slides 6.9.43 - 21-9-43. Covers 21-10-43.
 Pistons 15-12-43. Piston Rods 4-1-44. Connecting rods 4-1-44.
 Crank shaft 24-11-43. Thrust shaft 24-11-43. Intermediate shafts ✓
 Tube shaft ✓. Screw shaft 18-1-44. Propeller 18-1-44.
 Stern tube 18-1-44. Engine and boiler seatings. Engines holding down bolts.
 Completion of fitting sea connections.
 Completion of pumping arrangements. Boilers fixed. Engines tried under steam.
 Main boiler safety valves adjusted. Thickness of adjusting washers ✓
 Crank shaft material Steel Identification Mark ✓. Thrust shaft material Steel Identification Mark ✓
 Intermediate shafts, material. Identification Marks. Tube shaft, material. Identification Mark.
 Screw shaft, material Steel Identification Mark ✓. 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. No. If so, state name of vessel T. H. 3. Dunston Rd.
 General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery has not been constructed in accordance with the requirements of the Society's Rules but has been constructed under the supervision of the Society.
 The scantlings are in accordance with the Society's Rules.
 The workmanship is of good description.

The above main engine installed in "Vic 83" at Thorn & Hull tried under working conditions, in accordance with the specification, and found satisfactory on completion. Vessel is not classed.
 W. H. Thiers, Hull
 16/8/44.

The amount of Entry Fee ... £ : : } When applied for,
 Special ... £ 8 : 0 : 0 } 18 FEB 1944
 Donkey Boiler Fee ... £ : : } When received,
 Travelling Expenses (if any) £ 1 : 4 : 6 } 19

J. H. Bell
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned N/S. for Classing Committee