

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 111342260

Date of writing Report 19-8-1943 When handed in at Local Office 25 AUG 1943 Port of Sp. Suich.
 No. in Survey held at Yarmouth Date, First Survey 6-4-43 Last Survey 18-8-1943
 Reg. Book Vic 36 A/m 5612 (Number of Visits 21)
 on the Home By whom built Richard Dunstan Ltd. Yard No. 1412 When built 1943
 Engines made at Yarmouth By whom made Cabtree (1931) Ltd. Engine No. 643 When made 1943
 Boilers made at Ludo By whom made Blayton & Co. Boiler No. B 7594 When made 1943
 Registered Horse Power 6-9 Owners Ministry of War Transport 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 Coasting

ENGINES, &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" Crank pin dia. 4 3/8" Crank webs shrunk Thickness parallel to axis 2 7/8"
 Intermediate Shafts, diameter as per Rule 3.95 for smooth metal Thrust shaft, diameter at collars as per Rule 4.26"
 Tube Shafts, diameter as fitted Screw Shaft, diameter as per Rule 4 7/8" Is the tubo screw shaft fitted with a continuous liner ✓

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 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 20"

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. One Diameter 2 1/8" Stroke 6 Can one be overhauled while the other is at work ✓
 Bilge Pumps worked from the Main Engines, No. One Diameter 2 1/8" Stroke 6 Can one be overhauled while the other is at work ✓

Feed Pumps { No. and size ✓ Pumps connected to the { No. and size ✓
 { 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 ✓

IN 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 120 lb. 120 ?

IS A REPORT ON MAIN BOILERS NOW FORWARDED? no
 IS A DONKEY BOILER FITTED? ✓ If so, is a report now forwarded? ✓
 Can the donkey boiler be used for domestic purposes only ✓

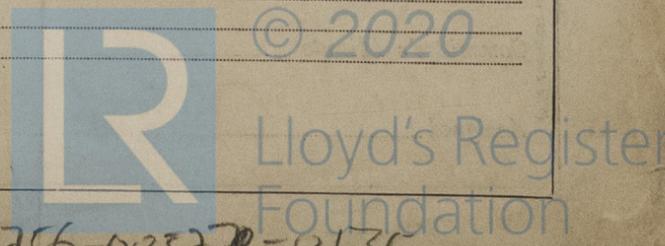
PLANS. Are approved plans forwarded herewith for Shafting 28-10-41 Main Boilers ✓ Auxiliary Boilers ✓ Donkey Boilers ✓
 Superheaters ✓ General Pumping Arrangements ✓ Oil fuel Burning Piping Arrangements ✓

SPARE GEAR.

Is the spare gear required by the Rules been supplied ✓
 Is the principal additional spare gear supplied ✓

The foregoing is a correct description.

J. Smith Manufacturer.



003756-003778-0135

1942: MAR 10 OCT 10. 21. (1943) MAR 9. 19 MAY 3. 17

During progress of work in shops - - { 6-4-43, 8-6-43, 17-6-43, 1-7-43, 20-7-43, 18-8-43
 Dates of Survey while building {
 Hull dates:- 1949. 1944.
 During erection on board vessel - - - { Dec. 8. 14. Jan. 10. 11. 21. 25. 29. 31.
 Total No. of visits { Thorton (13) 8 (from Hull)

Dates of Examination of principal parts—Cylinders 17-6-43 Slides 6-7-43 Covers 17-6-43
 Pistons 1-7-43 Piston Rods 20-7-43 Connecting rods 20-7-43
 Crank shaft 17-6-43 Thrust shaft 17-6-43 Intermediate shafts ✓
 Tube shaft ✓ Screw shaft 8-6-43 Propeller 8-6-43
 Stern tube 8-6-43 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 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.

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 engines installed in 'Vic 36' at Thorne in accordance with the specification, tried under working conditions and found satisfactory.

L. Shields, Hull

Certificate to be sent to
 (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	£	8	0	25 AUG 1943
Donkey Boiler Fee	£	:	:	When received,
Travelling Expenses (if any)	£	2	12	19

Joyner.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned

Not for Classing Committee



© 2020
 Lloyd's Register
 Foundation