

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 18.11.1943 When handed in at Local Office 23 NOV 1943 Port of Ipswich
 No. in Survey held at Jarmanth Date, First Survey 10.3.43 Last Survey 18.11.1943
 Reg. Book on the Steel Single Screw Lighter "VIC 37" (Number of Visits 15)
 Built at Ithorne By whom built R. Dunston Ltd. Yard No. 1.413 Tons Gross 95.67
Net 40.82
 Engines made at Jarmanth By whom made Crabtree (1931) Ltd. Engine No. 644 When built 1943
 Boilers made at Leeds By whom made Blayton Donck Boiler No. 111 When made 1944
 Registered Horse Power Owners Admiralty Port belonging to
 Nom. Horse Power as per Rule 6.9 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted no
 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" 4.13 for smooth water 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 Thrust shaft, diameter at collars as per Rule 4.26
 as fitted Tube Shafts, diameter as per Rule 4 3/8" as fitted 4 3/8"
 Screw Shaft, diameter as per Rule 4 7/8" 4.57 for smooth water Is the tee screw shaft fitted with a continuous liner no
 as fitted 4 7/8" Is the tee screw shaft fitted with a continuous liner no
 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 sea If so, state type Crabtree Length of Bearing in Stern Bush next to and supporting propeller 20"
 Propeller, dia. 66" Pitch 26" 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. 6m Diameter 2 1/8" Stroke 6" Can one be overhauled while the other is at work no
 Bilge Pumps worked from the Main Engines, No. 6m Diameter 2 1/8" Stroke 6" Can one be overhauled while the other is at work no
 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
 Bilge Pumps:—In Engine and Boiler Room Suctions, connected to both Main Bilge Pumps and Auxiliary
 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

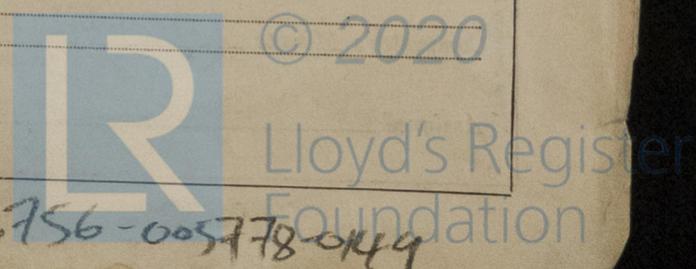
MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers
 Which Boilers are fitted with Forced Draft Which Boilers are fitted with Superheaters
 No. and Description of Boilers Working Pressure
 IS A REPORT ON MAIN BOILERS NOW FORWARDED?
 IS A DONKEY BOILER FITTED? If so, is a report now 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
 FOR CRABTREE (1931) LTD.
A. Smith Managing Director

Manufacturer.



005756-005778-0149

1942: Mar 10 - Oct 21

9:3:43 14:3:43 17:4:43 18:6:43 18:7:43 20:7:43 18:8:43 18:11:43 6:9:43 24:9:43

Dates of Survey while building

During progress of work in shops - - - { 17-4-43, 18-6-43, 1-7-43, 20-7-43, 18-8-43, 18-11-43 }

During erection on board vessel - - - { 1944 Feb. 3-29 }

Total No. of visits ~~2~~ 15 (in shops) + 2 = 17

Dates of Examination of principal parts—Cylinders 18-8-43 Slides 1-7-43 Covers 18-8-43

Pistons 1-7-43 Piston Rods 20-7-43 Connecting rods 20-7-43

Crank shaft 18-8-43 Thrust shaft 18-8-43 Intermediate shafts ✓

Tube shaft 8-6-43 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

Completion of pumping arrangements Boilers fixed Engines tried under steam

Main boiler safety valves adjusted Thickness of adjusting washers

Crank shaft material Identification Mark Thrust shaft material Identification Mark

Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark

Screw shaft, material 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. T.412)

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.

Above main engine installed in 'Vic 37' at Thorne in compliance with specification and tested with satisfactory results
W.S. Philips Hull

Certificate to be sent to
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

Hull etc. (Chgd ab 6 16 (See attached note of fees).
Hull. 23/3)

The amount of Entry Fee	£	8	0	0	When applied for,	23 NOV 1943
Special	£				When received,	
Donkey Boiler Fee	£					
Travelling Expenses (if any)	£	2	13	6		

Joywell
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute THURS 6 APR 1944

Assigned No action