

Rpt. 4.

No.

111544

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 18.11.1943 When handed in at Local Office

23 NOV 1943

Port of

Received at London Office

23 NOV 1943

27 MAR 1944

No. in Survey held at

Falmouth

Date, First Survey

10.3.43

Last Survey

18.11.1943

Reg. Book

on the Steel Single Screw Lighter "Vic 37"

A/MS 613.

(Number of Visits)

Tons

Gross 95.67

Net 40.82

Built at

Thorne

By whom built

R. Gunnston Ltd.

Yard No. 1.413

When built

1943

Engines made at

Falmouth

By whom made

Crabtree (1931) Ltd.

Engine No. 644

When made

1943

Boilers made at

Leeds

By whom made

Blayton Donagh

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"

Crank pin dia.

4 3/8"

Crank webs

Mid. length breadth

Mid. length thickness

Thickness parallel to axis

27/8 — 3"

Intermediate Shafts, diameter

as per Rule

as fitted

Thrust shaft, diameter at collars

as per Rule

4.26

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

4 7/8" 4.57 for smooth water

as fitted

4 3/8"

Bronze Liners, thickness in way of bushes

as per Rule

as fitted

Thickness between bushes

as per Rule

as fitted

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

Propeller, dia.

66"

Pitch

28"

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

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

Feed Pumps

No. and size

How driven

Pumps connected to the

Main Bilge Line

No. and size

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

No. and size

Independent Power Pump Direct Suctions to the Engine Room Bilges,

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.

Manufacturer.

Managing Director

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Lloyd's Register

Foundation

003756-005778-0149

1942: Mar 10. Oct 21.
9:3:43 3:5:43, 17:5:43 18:6:43 6:9:43, 24:9:43
During progress of work in shops - - - { 7-4-43, 8-6-43, 1-7-43, 20-7-43, 18-8-43, 18-11-43.
Dates of Survey while building { 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. 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 Engines installed in 'No 37' at Thorne in compliance with specification and tested with satisfactory results
W. S. Shiles, Esq.

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 ... : :
Special ... £ 8 : 0 : 0
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ 21 13 : 6

When applied for,
23 NOV 1943
When received,
19

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

Committee's Minute THURS 6 APR 1944

Assigned No action



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Foundation