

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office - 5 MAR 1942

Date of writing Report 26. 2. 1942 When handed in at Local Office Thorne 19 42 Port of Thorne
 No. in Survey held at Thorne Date, First Survey 1. 2. 42 Last Survey 25. 2. 1942
 Reg. Book Thorne (Number of Visits 1)
 on the Smi Syla VIC. 4 Tons {Gross 96
 {Net 41
 Built at Thorne By whom built R. Dunsdon & Co Yard No. 572 When built 1942-2
 Engines made at Great Yarmouth By whom made Craik & Co (1931) Ltd Engine No. 629 When made do
 Boilers made at Stockton By whom made Stockton C.E. & Ryb B. & Co Boiler No. 6574 When made do
 Registered Horse Power 14 Owners The Ministry of War Transport Port belonging to ✓
 Nom. Horse Power as per Rule 14 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted No
 Trade for which vessel is intended ✓

ENGINES, &c.—Description of Engines Compound Reciprocating Revs. per minute 150
 Dia. of Cylinders 10 1/2" - 32" Length of Stroke 14" No. of Cylinders 2 No. of Cranks 2
 Crank shaft, dia. of journals as per Rule 4.13 Crank pin dia. 4 3/8" Mid. length breadth ✓ Thickness parallel to axis 2 7/8"
as fitted 4 3/8" Crank webs ✓ shrunk ✓ Thickness around eye-hole 2"
 Intermediate Shafts, diameter as per Rule 3.93 Thrust shaft, diameter at collars as per Rule 4.13
as fitted as fitted 4 3/8"
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 4.59 Is the {tube} shaft fitted with a continuous liner {No
as fitted as fitted 4 7/8" {screw} {✓
 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 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 No If so, state type (Smute oil gland) 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 Solid 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 " Stroke " Can one be overhauled while the other is at work ✓
 Feed Pumps {No. and size 1 1/2" Injectors See also ✓ Pumps connected to the {No. and size Steam Valve type 800 gals/hr
 {How driven Steam Main Bilge Line {How driven Steam Also for ball feed.
 Ballast Pumps, No. and size One Lubricating Oil Pumps, including Spare Pump, No. and size One
 Are two independent means arranged for circulating water through the Oil Cooler One Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps:—In Engine and Boiler Room One 1 1/2" & One 2" dia
 In Pump Room ✓ In Holds, &c. F.P. One 1 1/2" dia Hold One 2" dia
 Main Water Circulating Pump Direct Bilge Suctions, No. and size One 2" dia Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size One 2" dia (included above) Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes
 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 Yes
 Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Yes
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Overboard Discharges above or below the deep water line Above
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes
 What Pipes pass through the bunkers One How are they protected ✓
 What pipes pass through the deep tanks One Have they been tested as per Rule Yes
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
 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 Yes Is the Shaft Tunnel watertight One Is it fitted with a watertight door worked from

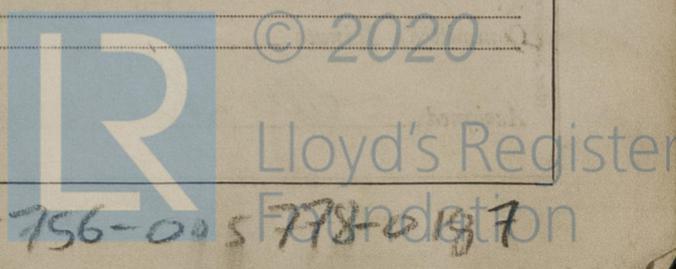
MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 198 sq. ft.
 Which Boilers are fitted with Forced Draft One Which Boilers are fitted with Superheaters One
 No. and Description of Boilers One Vertical Pressure Working Pressure 120 lbs.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? One 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 20.10.41 Main Boilers 21.5.41 Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval)
 Superheaters ✓ General Pumping Arrangements 14.8.41 Oil fuel Burning Piping Arrangements ✓

SPARE GEAR.

Has the spare gear required by the Rules been supplied Not as per Specifications See attached list
 State the principal additional spare gear supplied ✓

The foregoing is a correct description.

Manufacturer.



005756-005778-0137

During progress of work in shops - - -
 Dates of Survey while building
 During erection on board vessel - - - (1942) *26.5.9.17.25.*
 Total No. of visits

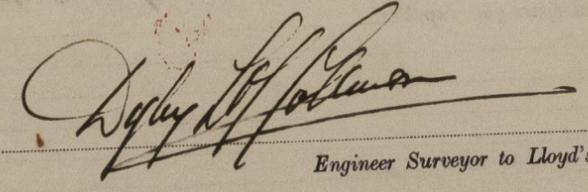
Dates of Examination of principal parts - Cylinders *Sp. Rpt.* Slides *Sp. Rpt.* Covers *Sp. Rpt.*
 Pistons *Sp. Rpt.* Piston Rods *Sp. Rpt.* Connecting rods *Sp. Rpt.*
 Crank shaft *Sp. Rpt.* Thrust shaft *Sp. Rpt.* Intermediate shafts ✓
 Tube shaft ✓ Screw shaft *Sp. Rpt.* Propeller *9.2.42*
 Stern tube *5.2.42* Engine and boiler seatings *9.2.42* Engines holding down bolts *17.2.42*
 Completion of fitting sea connections *9.2.42*
 Completion of pumping arrangements *25.2.42* Boilers fixed *17.2.42* Engines tried under steam *25.2.42 in basin*
 Main boiler safety valves adjusted *25.2.42* Thickness of adjusting washers *9/32"*
 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 *Copper* Test pressure *240* Date of Test *20.2.42*
 Is an installation fitted for burning oil fuel *No* 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 *No* 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 *No*
 Is this machinery duplicate of a previous case *Sp. Rpt.* If so, state name of vessel *VIC I*

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

The Machinery of this Vessel has been fitted on board in accordance with the Specifications. It was found satisfactory when tried under steam.

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, 3 MAR 1942 When received, 19
Special	£	6	16	
Donkey Boiler Fee	£	:	:	
Travelling Expenses (if any)	£	:	:	


 Deputy Surveyor to Lloyd's Register of Shipping.

FRI. 13 MAR 1942

Committee's Minute
 Assigned *See Ind 26 51526*