

Rpt. 4.

No. 113326

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 24.11.1945. When handed in at Local Office

Port of Ipswich

No. in Survey held at Reg. Book.

Date, First Survey 3 JANUARY

Last Survey 17 NOVEMBER 1945

on the S.S. Coastal Lighter "VIC 78"

Built at Rowledge

By whom built The Rowledge Ironworks Co. Ltd.

Yard No. 657

Tons Gross Not

When built 1945

Engines made at Rowledge

By whom made The Rowledge Ironworks Co. Ltd.

Engine No. 671

when made 1945

Boilers made at Colchester

By whom made Dacey, Payman &amp; Co. Ltd.

Boiler No. 20085

when made 1945

Registered Horse Power

Owners Ministry of War Transport

Port belonging to London

Nom. Horse Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Trade for which Vessel is intended

Coasting

## ENGINES, &amp;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"

as fitted 4 3/8"

Crank pin dia. 4 3/8"

Crank webs

Mid. length breadth

shrink

Thickness parallel to axis 2 7/8"

Thickness around eye-hole 2"

Intermediate Shafts, diameter as per Rule

as fitted

Thrust shaft, diameter at collars as per Rule

as fitted 4 3/8"

Tube Shafts, diameter as per Rule

as fitted

Screw Shaft, diameter as per Rule

as fitted 4 7/8"

Is the screw

shaft fitted with a continuous liner

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

Is an approved Oil Gland or other appliance fitted at the after

end of the tube shaft

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

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 one 2 1/8" x 6"

Pumps connected to the

No. and size one 2 1/8" x 6"

5 1/4" x 4 3/4" x 5"

How driven Main Engine

Steam

Main Bilge Line

How driven Main Engine

Manual Service Pumps

Ballast Pumps, No. and size

5 1/4" x 4 3/4" x 5"

Lubricating Oil Pumps, including Spare Pump, No. and size

Suctions, connected to both Main Bilge Pumps and Auxiliary

Are two independent means arranged for circulating water through the Oil Cooler

Bilge Pumps;—In Engine and Boiler Room

one — 2"

Connected to Main &amp; S.S.P.

one — 2" connected to S.S.P. only

In Holds, &amp;c.

2 — 2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size one — 2"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size one

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

In &amp; Out

Are they fitted with Valves or Cocks

Both

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

In

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

In

Are the Blow Off Cocks fitted with a spigot and brass covering plate

In

What Pipes pass through the bunkers

None

How are they protected

What pipes pass through the deep tanks

In

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

In

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

worked from

MAIN BOILERS, &amp;c.—(Letter for record S)

Total Heating Surface of Boilers 504 sq. ft.

Working Pressure 120 lbs. sq. in.

Is Forced Draft fitted

No

No. and Description of Boilers one vertical

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

In

IS A DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

PLANS.

Are approved plans forwarded herewith for Shafting 28-10-41 Main Boilers 6-4-45

Auxiliary Boilers

Donkey Boilers

(If not state date of approval)

Superheaters

General Pumping Arrangements 20-1-44

Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—

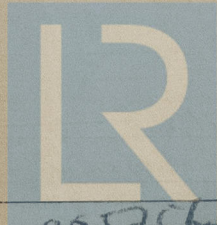
The foregoing is a correct description

FOR THE ROWLEDGE IRONWORKS CO. LTD.

D. J. O. I. I. I.

Manufacturer.

DIRECTOR



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Lloyd's Register

005756-005778-0278



1945: Jan 3 Apr 19 May 25 July 16.  
 During progress of work in shops - -  
 Dates of Survey while building  
 During erection on board vessel - - -  
 1945 Aug 10 26 31 Sep 11 19 Oct 3 11 17 Nov 17  
 Total No. of visits 13

Dates of Examination of principal parts—Cylinders 25-5-45. Slides 16-7-45 Covers 25-5-45.  
 Pistons 16-7-45. Piston Rods 19-4-45. Connecting rods 19-4-45.  
 Crank shaft 25-5-45. Thrust shaft 25-5-45. Intermediate shafts ✓  
 Tube shaft 26-8-45 ✓ Screw shaft 26-8-45. Propeller 26-8-45.  
 Stern tube 26-8-45. Engine and boiler seatings 26-8-45. Engines holding down bolts 3-10-45.  
 Completion of fitting sea connections 10-8-45.  
 Completion of pumping arrangements 7-11-45. Boilers fixed 3-10-45. Engines tried under steam 17-11-45.  
 Main boiler safety valves adjusted 120 lbs. p.s.i. Thickness of adjusting washers P 7/16" S 1/2"  
 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 300 lbs. p.s.i. Date of Test 7-10-45.  
 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 ✓  
 Is this machinery duplicate of a previous case No ✓ If so, state name of vessel "VIC 77"

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

The engine 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 Engine & Boiler (Report attached) have now been efficiently fitted on board a Clarendon vessel, examined under working conditions during a basin & sea trial, the pumping arrangements examined under working conditions and in my opinion is eligible for notation L.M.C. 11-45.

The amount of Entry Fee ... £ 2 : 0 : 0 When applied for,  
 Special ... £ 8 : 0 : 0 27 NOV 1945  
 Donkey Boiler Fee ... £ 6 : 16 : 0 When received,  
 Travelling Expenses (if any) £ See Invoice 19.

Committee's Minute

Assigned LMC 11.45  
 O.G.

Engineer Surveyor to Lloyd's Register of Shipping.



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