

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 18 DEC 1944

Date of writing Report 8-12-1944 When handed in at Local Office 18 DEC 1944 Port of Ipswich

No. in Survey held at Beclis Date, First Survey 3-9-44 Last Survey 6-12-1944

Reg. Book "VIC 55" A/MS 959 Tons Gross Net

Built at Sainsbury By whom built J.S. Watson (Sainsbury) Ltd. Yard No. 1553 When built 1944

Engines made at Beclis By whom made Elliott & Sarwood Ltd. Engine No. 680 When made 1944

Boilers made at Stockton-on-Tees By whom made {Stockton CE & R. Kelly Boilers Ltd. Boiler No. 6852 When made 44

Registered Horse Power Owners A. Christy 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 Coastal

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 2 No. of Cranks 2

Crank shaft, dia. of journals as per Rule 4 3/8" Crank pin dia. 4 3/8" Crank webs Mid. length breadth Thickness parallel to axis 2 7/8"

Intermediate Shafts, diameter as per Rule 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 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 Total Developed Surface 11.6 sq. feet

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

Bilge Pumps worked from the Main Engines, No. 2 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 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  
G. S. R. Parker

Manufacturer.



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Vic 55

Dates of Survey while building  
 During progress of work in shops -- { 3-9-44, 27-9-44, 6-9-44, 15-10-44, 19-10-44, 7-11-44, 20-11-44, 28-11-44, 6-12-44 }  
 During erection on board vessel --- { }  
 Total No. of visits Seven. Nine (in shops)

Dates of Examination of principal parts—Cylinders 19-10-44, 7-11-44. Slides 6-9-44. Covers 19-10-44.  
 Pistons 5-10-44. Piston Rods 6-9-44. Connecting rods 6-9-44.  
 Crank shaft 7-11-44. Thrust shaft 7-11-44. Intermediate shafts ✓  
 Tube shaft ✓. Screw shaft 24-11-44. Propeller 24-11-44.  
 Stern tube 24-11-44. 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 Yes. If so, state name of vessel Dalton J.S. 4° 15' 3" (Yard No.)

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 machinery, in my opinion, will be eligible for record of L.M.C. (with date) when efficiently installed on board a closed vessel.

Above main engine installed in 'Vic 55' at Hull by Chas D Holmes under Special Survey in accordance with the Rules.  
 Machinery tried under working conditions and found satisfactory.  
 Eligible in our opinion to be classed LMC 1,45 as indicated in accompanying report 4. W.S. Shields.

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, <b>18 DEC 1944</b>
Special ... .. £	8	0	
Donkey Boiler Fee ... .. £	:	:	When received, 19
Travelling Expenses (if any) £	2	11	

J. Orrell  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **FRI 9 MAR 1945**  
 Assigned See F.E. Macky. rpt.

