

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 11 DEC 1944

Date of writing Report 19... When handed in at Local Office 19... Port of Hull

No. in Survey held at Gainsborough Hull Date, First Survey 25/10/44 Last Survey 1/12/44 19...
Reg. Book on the Single Screw Steamer Lighter Vic 54 A/M 5958 (Number of Visits 12...)

Tons { Gross 146.49
Net 51.47

Built at Gainsborough By whom built J. S. Watson Ltd. Yard No. 1552 When built 1944

Engines made at Beccles By whom made Elliott & Garwood Ltd. Engine No. 679 When made ...

Boilers made at Annan By whom made Cochran & Co (Annan) Ltd. Boiler No. 16037 When made ...

Registered Horse Power ... Owners Ministry of War Transport Port belonging to ...

om. Horse Power as per Rule 24 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted No

ade for which vessel is intended Coastal Service

GINES, &c.—Description of Engines Steam reciprocating compound Revs. per minute 150

ia. of Cylinders 10 1/2 x 22 Length of Stroke 14 Na. of Cylinders 2 No. of Cranks 2

ank shaft, dia. of journals as per Rule 4 3/8 4.32 for deep water Mid. length breadth Thickness parallel to axis 2 7/8

as fitted 4 3/8 Crank pin dia. 4 3/8 Crank webs shrunk Thickness around eye-hole 2 4.33 for deep water

Intermediate Shafts, diameter as per Rule 3.93 for smooth water as fitted 4 1/3 for deep water

Thrust shaft, diameter at collars as per Rule 4.13 for smooth water as fitted 4 3/8

ube Shafts, diameter as per Rule 4.59 for smooth water as fitted 4 7/8 Is the { tube } shaft fitted with a continuous liner { No

Screw Shaft, diameter as fitted 4 7/8

ronze Liners, thickness in way of bushes as per Rule Thickness between bushes as fitted Is the after end of the liner made watertight in the

opeller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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

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 YES so, state type Graham Length of Bearing in Stern Bush next to and supporting propeller 20

opeller, dia. 60 Pitch 86 No. of Blades 4 Material C.I. whether Moveable No Total Developed Surface 11.6 sq. feet

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

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

eed { No. and size 1-2 1/8 x 6 1 Run 80 gals/hr Pumps connected to the { No. and size 1-5 1/4 x 4 3/4 x 6 1-2 1/8 x 6

amps { How driven M.E. Ind. St. Main Bilge Line How driven Ind. St. M.E.

allast Pumps, No. and size 1-5 1/4 x 4 3/4 x 6 Lubricating Oil Pumps, including Spare Pump, No. and size NONE

re two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary

ilge Pumps:—In Engine and Boiler Room 1-2 1-1 1/2 In Holds, &c. 1-2

Pump Room

ain Water Circulating Pump Direct Bilge Suctions, No. and size 1-2 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes

o. and size 1-2 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

re the Bilge Suctions fitted direct on the skin of the ship Yes or on robust steel boxes Are they fitted with Valves or Cocks Both

re 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

re 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

hat Pipes pass through the bunkers. none How are they protected

hat pipes pass through the deep tanks. none Have they been tested as per Rule

re all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes

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 Part of Ex Is it fitted with a watertight door worked from

500 ft. 66 ft No 68518 but spec. state

AIN BOILERS &c.—(Letter for record S) Total Heating Surface of Boilers

hich Boilers are fitted with Forced Draft NONE Which Boilers are fitted with Superheaters NONE

o. and Description of Boilers 1 VERTICAL BOILER Working Pressure 125 lb. 120 lb.

S A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

S A DONKEY BOILER FITTED? NO If so, is a report now forwarded?

in the donkey boiler be used for domestic purposes only

LAN. Are approved plans forwarded herewith for Shafting 28-10-41 Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval)

uperheaters General Pumping Arrangements 14-12-43 Oil fuel Burning Piping Arrangements

SPARE GEAR.

as the spare gear required by the Rules been supplied Only spare propeller supplied.

ate the principal additional spare gear supplied

The foregoing is a correct description.

Manufacturer.

007177-007190-0016



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Foundation

Vic 54

During progress of work in shops - - *See Spanish Rpt. 112, 216*
 Dates of Survey while building *SEP 21*
 During erection on board vessel - - - *1944 OCT 25, 27. Nov 1, 8, 9, 13, 14, 16*
 Total No. of visits

Dates of Examination of principal parts—Cylinders _____ Slides _____ Covers _____
 Pistons _____ Piston Rods _____ Connecting rods _____
 Crank shaft *See Spanish* Thrust shaft *Report NO* Intermediate shafts *112, 216*
 Tube shaft _____ Screw shaft _____ Propeller _____
 Stern tube *21-9-44* Engine and boiler seatings *25/10/44* Engines holding down bolts *8/11/44*
 Completion of fitting sea connections *21-9-44*
 Completion of pumping arrangements *16-11-44* Boilers fixed *8/11/44* Engines tried under steam *16-11-44*
 Main boiler safety valves adjusted *16-11-44* Thickness of adjusting washers *F & A 5/8"*
 Crank shaft material *See Spanish* Identification Mark *Report NO* Thrust shaft material *112, 216* Identification Mark _____
 Intermediate shafts, material *Spanish* Identification Marks _____ Tube shaft, material *112, 216* Identification Mark _____
 Screw shaft, material _____ Identification Mark _____ Steam Pipes, material *Copper* Test pressure *450 #* Date of Test *13-11-44*
 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 ✓
 Is this machinery duplicate of a previous case *YES* ✓ If so, state name of vessel *VIC 81*

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

The above machinery installed in "Vic 54" at Gainborough and Hull
 in accordance with the Specification, the Rules, Secretary's letters approve plans.
 The materials and workmanship are good.

Machinery tried under working conditions found satisfactory.
 Eligible in our opinion to be classed

LMS 11, 44 O.G.

C 2 CYL 10 1/2" & 22" - 14" NHP 24

1 Vertical boiler 125# GS 27# HS 500#

120lb.

Balance for fitting out £ 5 - 15
 The amount of Entry Fee ... £ : :
 Special ... £ : :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 19.
 When received, 19.

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

Committee's Minute

FRI. 29 DEC 1944

Assigned

LMS 12, 44



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