

Er G ME no. 679, fitted in water 1552 27/10/44
(on brass plate)

No. 112216

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 19 OCT 1944

Date of writing Report 7-10-1944 When handed in at Local Office 19 OCT 1944 Port of Spinnich

To. in Survey held at Beccles Date, First Survey 5-6-44 Last Survey 8-10-1944
Reg. Book "Vic 54" MS 958 (Number of Visits 1/4)

on the "Vic 54" Tons 1/4 (Gross Net)

Built at Sainsbury's By whom built J. Loakes & Co Yard No. 1552 When built 1944
Engines made at Beccles By whom made Elliott & Larnood Engine No. 655 When made 1944
Boilers made at Beccles By whom made Lochran Boiler No. 16037 When made -

Registered Horse Power 6.9 Owners Admiralty Port belonging to -

Tom. Horse Power as per Rule 6.9 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

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" as fitted 4 3/8" Crank pin dia. 4 3/8" Crank webs Mid. length breadth ✓ Thickness parallel to axis 2 7/8"
as per Rule 3.93 for smooth water Mid. length thickness ✓ shrunk Thickness around eye-hole 2"

Intermediate Shafts, diameter as per Rule 4 3/8" as fitted 4 3/8" Thrust shaft, diameter at collars as per Rule 4 3/8" as fitted 4 3/8"

Tube Shafts, diameter as per Rule 4 7/8" as fitted 4 7/8" Screw Shaft, diameter as per Rule 4 7/8" as fitted 4 7/8" Is the tube 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 ✓
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. 60" Pitch 88" No. of Blades 4 Material C.I. whether Moveable ✓ 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 - Pumps connected to the { No. and size -
How driven - Main Bilge Line { 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 ✓

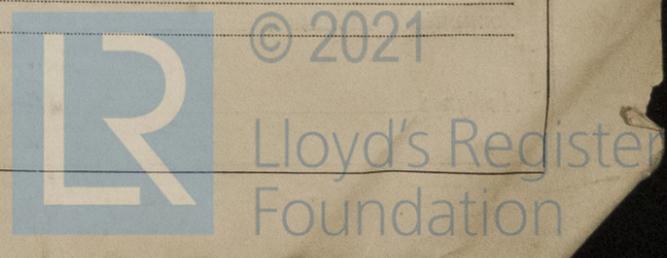
SPARE GEAR.

Has the spare gear required by the Rules been supplied ✓
State the principal additional spare gear supplied ✓

The foregoing is a correct description.

Elliott & Larnood Ltd
G. S. P. Parker
Ingate Iron Works,
BECCLES.

Manufacturer.
007177-007190-0017



18.1.44, 1.2.44, 29.2.44, 15.5.44, 16.6.44, 2.8.44, 31.8.44

During progress of work in shops - - { 5-6-44, 17-7-44, 17-8-44, 27-8-44, 6-9-44, 27-9-44, 5-10-44.

Dates of Survey while building {

During erection on board vessel - - - {

Total No. of visits Seven 14 (in shops)

Dates of Examination of principal parts—Cylinders 6-9-44. Slides 17-7-44. Covers 6-9-44.

Pistons 27-9-44. Piston Rods 27-9-44. Connecting rods 27-9-44.

Crank shaft 17-8-44. Thrust shaft 17-8-44. Intermediate shafts ✓

Tube shaft ✓. Screw shaft 5-10-44. Propeller 5-10-44.

Stern tube 5-10-44. 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 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. No. If so, state name of vessel J. Watson Yard No. 679.

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 in a classed vessel.

The above machinery installed on "Vic 54" at Hull, as stated in accompanying report 'Rpt 4'. to S. Shields.

The amount of Entry Fee ... £ : : When applied for,

Special ... £ 8.0.0 } 19 DEC 1944

Donkey Boiler Fee ... £ : : When received,

Travelling Expenses (if any) £ 2.2.6 } 19

Boysell
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 29 DEC 1944

Committee's Minute

Assigned

See fe machy rpt



© 2021

Lloyd's Register Foundation