

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 6.2.46 19 When handed in at Local Office _____ 19 Port of LIVERPOOL

No. in Survey held at NORTHWICH Date, First Survey Aug 30 1945 Last Survey Feb 19th 1946

Reg. Book _____ (Number of Visits 16) Tons Gross 141

on the ss. "Vic 63" Tons Net _____

Built at Northwich By whom built Isaac Pimblott & Sons Yard No. 667 When built 1946

Engines made at Beecher By whom made Elliott & Garwood Ltd Engine No. 660 When made 1945

Boiler made at Annan By whom made Cochran & Co Boiler No. 16459 When made 1945

Registered Horse Power _____ Owners Admiralty Port belonging to _____

Nom. Horse Power as per Rule 24 ✓ 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 Revs. per minute _____

Dia. of Cylinders _____ Length of Stroke _____ No. of Cylinders 13,033 No. of Cranks _____

Crank shaft, dia. of journals _____ as per Rule _____ Crank pin dia. _____ Crank webs _____ Thickness parallel to axis _____

Intermediate Shafts, diameter _____ as per Rule _____ Thrust shaft, diameter at collars _____ as per Rule _____

Tube Shafts, diameter _____ as fitted _____ Screw Shaft, diameter 4 7/8" ✓ Is the tube shaft fitted with a continuous liner No ✓

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 Yes ✓ If so, state type Crankcase ✓

Propeller, dia. 66" Pitch 86" No. of Blades 4 Material C.I. whether Moveable No Total Developed Surface 11'-6" sq. feet

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

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

Feed Pumps { No. and size 1-2 1/8 x 6. 1-5 x 2 1/2 x 5 Pumps connected to the { No. and size 1-2 1/8 x 6. 1-5 1/4 x 4 3/4 x 5

How driven M. Eng. Steam (pesters) Main Bilge Line { How driven M. Eng. Steam (Worthington)

Ballast Pumps, No. and size 1-5 x 2 1/2 x 5 Lubricating Oil Pumps, including Spare Pump, No. and size _____

Are two independent means arranged for circulating water through the Oil Cooler _____ Suctions, connected both to Main Bilge Pumps and Auxiliary Bilge Pumps:—In Engine and Boiler Room 1-2" (1 1/2" from change cock to M.E. pump) _____

In Pump Room _____ In Holds, &c. 1-2" (A.G.S. pump only) _____

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-2" ✓ Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, No. and size _____

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 (exception: see letter attached)

Are all Sea Connections fitted direct on the skin of the ship On Kingstons 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 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 None 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 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 None Is it fitted with a watertight door _____ worked from _____

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 500 sq ft ✓

Which Boilers are fitted with Forced Draft None ✓ Which Boilers are fitted with Superheaters None

No. and Description of Boilers One Vertical (oil fired) Working Pressure 120 lbs/sq in. ✓

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes ✓

IS A DONKEY BOILER FITTED? No ✓ If so, is a report now forwarded? Gls Report N: 69861

Can the donkey boiler be used for other than domestic purposes _____

PLANS. Are approved plans forwarded herewith for Shafting _____ Main Boilers _____ Auxiliary Boilers _____ Donkey Boilers _____

(If not state date of approval)

Superheaters _____ General Pumping Arrangements App: 11-12-43 Oil fuel Burning Piping Arrangements App: 24-9-45

SPARE GEAR.

Has the spare gear required by the Spec been supplied Yes ✓

State the principal additional spare gear supplied _____

NOTE.—The words which do not apply should be deleted. 2m.1.34. T (MADE IN ENGLAND.)

The foregoing is a correct description. ISAAC PIMBLOTT & SONS, LTD.,
Isaac Pimblott
 Manager

Manufacturer.



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 Foundation

Dates of Survey while building: During progress of work in shops - - -
 During erection on board vessel - - - 30/8/45 to 19/2/46.
 Total No. of visits 16

Dates of Examination of principal parts—Cylinders ✓ Slides ✓ Covers ✓
 Pistons ✓ Piston Rods ✓ Connecting rods ✓
 Crank shaft ✓ Thrust shaft ✓ Intermediate shafts ✓
 Tube shaft ✓ Screw shaft 30.8.45 Propeller 30.8.45
 Stern tube 30.8.45 Engine and boiler seatings 2.10.45 Engines holding down bolts 11.10.45
 Completion of fitting sea connections 30.8.45
 Completion of pumping arrangements 15.1.46 Boilers fixed 11.10.45 Engines tried under steam 15.1.46
 Main boiler safety valves adjusted 15.1.46 Thickness of adjusting washers Port 13/16" Star 7/8"
 Crank shaft material ✓ Identification Mark ✓ Thrust shaft material ✓ Identification Mark ✓
 Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material ✓ Identification Mark ✓ Steam Pipes, material Copper ✓ Test pressure 250 lb/sq in. Date of Test 18.12.45
 Is an installation fitted for burning oil fuel Yes ✓ Is the flash point of the oil to be used over 150° F. Yes ✓
 Have the requirements of the Rules for the use of oil as fuel been complied with Yes ✓
 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 None
 Is this machinery duplicate of a previous case Yes ✓ If so, state name of vessel Vic 51 (Pimblott's Yard No 661. Except coal fired)

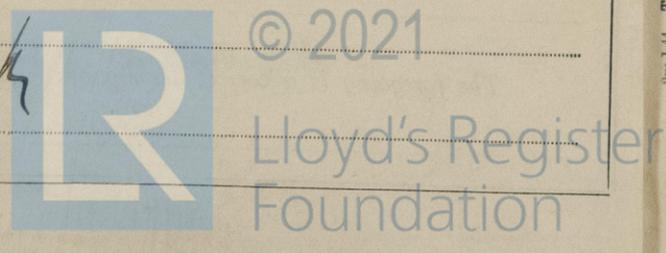
General Remarks (State quality of workmanship, opinions as to class, &c. ~~etc~~)
 The machinery has been installed under the supervision of the Surveyors, and in accordance with the approved specification.
 The boiler examined under steam, its safety valves adjusted to 120 lbs/sq in. and an accumulation test held.
 The oil burning installation fitted in accordance with the approved plan, the pipes tested to rule requirements, and examined under working conditions. Steam smothering apparatus examined working.
 The machinery tried under full power conditions at a basin trial at Northwich, with satisfactory results.
 In accordance with the Wokingham letter of 8 August 1944, it is submitted the machinery is eligible to be classed with notation of LMC 1.46.
 TS.09 -
 Fitted for oil fuel } F.P. above 150° F.

The amount of Entry Fee	£ 2 : 0 :	When applied for, 8 MAR 1946
Special Installation Fee	£ 6 : 16 :	
Donkey Boiler Fee	£ :	When received, 19.
Travelling Expenses (if any)	£ 4 : 5/6	

Curreed
 - Engineer Surveyor to Lloyd's Register of Shipping.

Date LIVERPOOL 12 MAR 1946

Committee's Minute LMC 2.46 O.G.
 Fitted for oil fuel 2.46 F.P. above 150° F.



Certificate to be sent to...
 Surveyors are requested not to write on or below the space for Committee's Minute.

NOTE.—The words which do not apply should be deleted.