

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 19 1946
 Reg. Book on the s.s. "Vic 63" (Number of Visits 16) Tons Gross 141
 Built at Northwich By whom built Isaac Pimblott & Sons Yard No. 667 When built 1946
 Engines made at Beecher By whom made Elliott & Garrod 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 113,033 No. of Cranks
 Crank shaft, dia. of journals as per Rule Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis.
 as fitted Crank webs shrunk Mid. length thickness Thickness around eye-hole.
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
 as fitted as fitted
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as fitted 4 7/8" ✓ Is the ~~tube~~ screw shaft fitted with a continuous liner? No ✓
 as fitted

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 ✓ 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 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 Main Bilge Line No. and size 1-2 1/8 x 6. 1-5 1/4 x 4 3/4 x 5
 How driven M. Eng. Steam (pumps) How driven M. Eng. Steam (working line)

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" (to 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 1-2" ✓
 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 Rules been supplied. Yes ✓
 State the principal additional spare gear supplied. ✓

The foregoing is a correct description. ISAAC PIMBLOTT & SONS, LTD.,
 Manufacturer.



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Foundation

009640-009646-0119

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

30/8/45 to 19/2/46

16

Dates of Examination of principal parts—Cylinders

Pistons

Crank shaft

Tube shaft

Stern tube

Completion of fitting sea connections

Completion of pumping arrangements

Main boiler safety valves adjusted

Crank shaft material

Intermediate shafts, material

Screw shaft, material

Is an installation fitted for burning oil fuel

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 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

✓

✓

✓

✓

30.8.45

30.8.45

15.1.46

15.1.46

✓

✓

✓

Yes

Yes

No

None

Yes

Slides

Piston Rods

Thrust shaft

Screw shaft

Engine and boiler seatings

Boilers fixed

Engines tried under steam

Thrust shaft material

Tube shaft, material

Steam Pipes, material

Is the flash point of the oil to be used over 150° F.

If so, have the requirements of the Rules been complied with

If so, state name of vessel

✓

✓

✓

30.8.45

2.10.45

11.10.45

15.1.46

✓

✓

Copper

Yes

✓

Vic 51 (Pimblott's Yard No 661. Except coal fired)

Connecting rods

Intermediate shafts

Propeller

Engines holding down bolts

Identification Mark

Identification Marks

Identification Mark

Date of Test

Test pressure

✓

✓

30.8.45

11.10.45

✓

✓

✓

18.12.45

250 lb/sq in

Thickness of adjusting washers

Port

Star

13/16"

7/8"

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

✓

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

Special Installation Fee

Donkey Boiler Fee

Travelling Expenses (if any)

£ 2 : 0 : -

£ 6 : 16 : -

£ :

£ 4 : 5/6

When applied for,

When received,

8 MAR 1946

19

Date LIVERPOOL 12 MAR 1946

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

C. Reed

Engineer Surveyor to Lloyd's Register of Shipping.



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