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LIVERPOOL F.E. R.M. No. 123803

No. 113033

Rpt. 4.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 9.7.1945 When handed in at Local Office 14 AUG 1945 Port of Ipwich
 No. in Survey held at 3/7-48 Beccles Date, First Survey 16.3.45 Last Survey 12.7.1945
 Reg. Book 12 on the "VIC 63" Tons Gross Net
 Built at Beccles By whom built J. Rimblott & Co. Yard No. 667 When built 1945
 Engines made at Beccles By whom made Elliott & Luard Ltd. Engine No. 660 When made 1945
 Boilers made at Beccles By whom made Beccles Boiler No. 660 When made 1945
 Registered Horse Power 24 Owners Ministry of War Transport Port belonging to Beccles
 Nom. Horse Power as per Rule 24 Is Refrigerating Machinery fitted for cargo purposes h Is Electric Light fitted h
 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" Crank pin dia. 4 3/8" Crank webs shrunk Mid. length breadth shrunk Thickness parallel to axis 2 7/8"
 as fitted 4 3/8" Mid. length thickness shrunk Thickness around eye-hole 2"
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule 4 3/8"
 as fitted shrunk as fitted shrunk
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 4 7/8" Is the sub shaft fitted with a continuous liner h
 as fitted shrunk as fitted shrunk
 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
 as fitted shrunk as fitted shrunk propeller boss shrunk
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner shrunk
 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 shrunk
 If two liners are fitted, is the shaft lapped or protected between the liners shrunk Is an approved Oil Gland or other appliance fitted at the after end of the tube
 at shrunk If so, state type shrunk Length of Bearing in Stern Bush next to and supporting propeller 20"
 Propeller, dia. 66" Pitch 26" No. of Blades 4 Material C.I. whether Moveable h Total Developed Surface 11.6 sq. feet
 Feed Pumps worked from the Main Engines, No. 6 Diameter 2 1/8" Stroke 6" Can one be overhauled while the other is at work shrunk
 Bilge Pumps worked from the Main Engines, No. 6 Diameter 2 1/8" Stroke 6" Can one be overhauled while the other is at work shrunk
 Feed Pumps } No. and size shrunk Pumps connected to the Main Bilge Line { No. and size shrunk
 How driven shrunk How driven shrunk
 Ballast Pumps, No. and size shrunk Lubricating Oil Pumps, including Spare Pump, No. and size shrunk
 Are two independent means arranged for circulating water through the Oil Cooler shrunk Suctions, connected both to Main Bilge Pumps and Auxiliary
 Bilge Pumps:—In Engine and Boiler Room shrunk
 In Pump Room shrunk In Holds, &c. shrunk

Main Water Circulating Pump Direct Bilge Suctions, No. and size shrunk Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, shrunk
 No. and size shrunk Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes shrunk
 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 shrunk
 Are all Sea Connections fitted direct on the skin of the ship shrunk Are they fitted with Valves or Cocks shrunk
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates shrunk Are the Overboard Discharges above or below the deep water line shrunk
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel shrunk Are the Blow Off Cocks fitted with a spigot and brass covering plate shrunk
 What Pipes pass through the bunkers shrunk How are they protected shrunk
 What pipes pass through the deep tanks shrunk Have they been tested as per Rule shrunk
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times shrunk
 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 shrunk Is the Shaft Tunnel watertight shrunk Is it fitted with a watertight door shrunk worked from shrunk

MAIN BOILERS, &c.—(Letter for record shrunk) Total Heating Surface of Boilers shrunk
 Which Boilers are fitted with Forced Draft shrunk Which Boilers are fitted with Superheaters shrunk
 No. and Description of Boilers shrunk Working Pressure shrunk
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? shrunk
 IS A DONKEY BOILER FITTED? shrunk If so, is a report now forwarded? shrunk
 Can the donkey boiler be used for other than domestic purposes shrunk
 PLANS. Are approved plans forwarded herewith for Shafting 28-10-41 Main Boilers shrunk Auxiliary Boilers shrunk Donkey Boilers shrunk
 (If not state date of approval) shrunk
 Superheaters shrunk General Pumping Arrangements shrunk Oil fuel Burning Piping Arrangements shrunk
 SPARE GEAR.
 Has the spare gear required by the Rules been supplied shrunk
 State the principal additional spare gear supplied shrunk

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

The foregoing is a correct description.

C. E. P. Parker Manufacturer.

BECCLES.



Apr 10. 17. 26

During progress of work in shops - - { 16.3.45 / 24.5.45, 13.6.45, 6.7.45, 12.7.45.

Dates of Survey while building {

During erection on board vessel - - - {

Total No. of visits **Eight (8)**

Dates of Examination of principal parts—Cylinders 16.3.45, 13.6.45 Slides 24.5.45 Covers 13.6.45.

Pistons 6.7.45 Piston Rods 6.7.45 Connecting rods 6.7.45.

Crank shaft 13.6.45 Thrust shaft 13.6.45 Intermediate shafts ✓

Tube shaft ✓ Screw shaft 6.7.45 Propeller 6.7.45.

Stern tube 6.7.45 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 **No** If so, state name of vessel **Yard No: 666 "Vic 62"**

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 classed vessel.

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, 4 AUG 1946 19
Special	£	8	0	
Donkey Boiler Fee	£	:	:	When received, 19
Travelling Expenses (if any)	£	1	19	

Jayson
Engineer Surveyor to Lloyd's Register of Shipping.

Date **LIVERPOOL 12 MAR 1946**

Committee's Minute **See Minute on Liverpool I.E. Machinery Report.**



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