

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 6-5-1942 When handed in at Local Office 8 MAY 1942 19 42 Port of HULL
 No. in Survey held at Thorne Date, First Survey 31.3.42 Last Survey 23.4.1942
 Reg. Book Thorne on the Sm. Lella VIC. 7. (Number of Visits 4) Tons {Gross 96 Net 41
 Built at Thorne By whom built, R. Dunster Ltd Yard No. 378 When built 1942-4
 Engines made at Beech. By whom made Ellis & Garrard Engine No. 634 When made do.
 Boilers made at Carfen By whom made Alex. Anderson & Son Boiler No. 3678 When made do.
 Registered Horse Power 7.14 Owners The Ministry of War Transport Port belonging to Gods.
 Nom. Horse Power as per Rule 7.14 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted no.
 Trade for which vessel is intended no Runn.

ENGINES, &c.—Description of Engines Compound Surface Condens. Revs. per minute 150.
 Dia. of Cylinders 10 1/2" - 22" Length of Stroke 14 No. of Cylinders 2 No. of Cranks 2
 Crank shaft, dia. of journals as per Rule 4 1/2" Crank pin dia. 4 3/8" Crank webs Mid. length breadth Thickness parallel to axis 2 7/8"
 Intermediate Shafts, diameter as per Rule 3.93 Thrust shaft, diameter at collars as per Rule 4.26 4.13
 Tube Shafts, diameter as fitted Screw Shaft, diameter as per Rule 4 1/8" 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 yes
 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 yes
 If two liners are fitted, is the shaft lapped or protected between the liners yes Is an approved Oil Gland or other appliance fitted at the after end of the tube at no If so, state type Smalls Oil Gland. 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. One Diameter 2 1/8" Stroke 6" Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. - Diameter - Stroke " Can one be overhauled while the other is at work yes
 Feed Pumps {No. and size Steam Injector 1 1/2" Pumps connected to the Main Bilge Line {No. and size One Pearn's type 800 gals/hr.
 How driven see also How driven Steam (also for boiler feed)
 Ballast Pumps, No. and size none Lubricating Oil Pumps, including Spare Pump, No. and size none
 Are two independent means arranged for circulating water through the Oil Cooler none Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps:—In Engine and Boiler Room One 1 1/2" dia One 2" dia
 In Pump Room see vic In Holds, &c. F.P. Tank 1 1/2" dia, Hold One 2" dia
 Main Water Circulating Pump Direct Bilge Suctions, No. and size One 2" dia Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One 2" dia (included above) 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
 Are all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks yes
 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 none 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 no Is it fitted with a watertight door yes worked from -

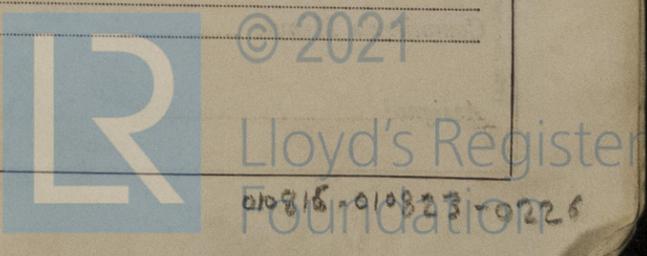
MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers no particulars in 9th Rep. Estimated 185 sq. ft.
 Which Boilers are fitted with Forced Draft no Which Boilers are fitted with Superheaters no
 No. and Description of Boilers One Vertical Cross tube Working Pressure 120 lbs/sq. in.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? yes
 Can the donkey boiler be used for domestic purposes only yes

PLANS. Are approved plans forwarded herewith for Shafting 28.10.41 Main Boilers 11.9.41 Auxiliary Boilers - Donkey Boilers -
 (If not state date of approval)
 Superheaters yes General Pumping Arrangements 14.8.41 Oil fuel Burning Piping Arrangements -

SPARE GEAR.
 Has the spare gear required by the Rules been supplied no - Guffin as per Specification
 State the principal additional spare gear supplied -

The foregoing is a correct description.

Manufacturer.



During progress of work in shops - - -

Dates of Survey while building } 1942 - Mar 31. Apr 17, 21, 23.

During erection on board vessel - - -

Total No. of visits 4

Dates of Examination of principal parts - Cylinders *Sp. Rpt* Slides *Sp. Rpt* Covers *Sp. Rpt*

Pistons *Sp. Rpt* Piston Rods *Sp. Rpt* Connecting rods *Sp. Rpt*

Crank shaft *Sp. Rpt* Thrust shaft *Sp. Rpt* Intermediate shafts *Sp. Rpt*

Tube shaft *Sp. Rpt* Screw shaft *Sp. Rpt* Propeller *Sp. Rpt*

Stern tube 31-3-42 Engine and boiler seatings 17.4.42 Engines holding down bolts 17.4.42

Completion of fitting sea connections 31.3.42

Completion of pumping arrangements 21/4/42 Boilers fixed 17.4.42 Engines tried under steam 21/4/42

Main boiler safety valves adjusted 21/4/42 Thickness of adjusting washers 5/16" 6571

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 *Copper* Test pressure 240 lbs/sq. in. Date of Test 17/4/42

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 *No*

Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *VIC 1*

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

This vessel's machinery has been fitted on board under the Society's supervision & in accordance with the Specification and when tried under steam it was found satisfactory

Certificate to be sent to

The amount of Entry Fee ... £	:	:	When applied for
Special £ 6 11	:	:	8 MAY 1942
Donkey Boiler Fee £	:	:	When received,
Travelling Expenses (if any) £	:	:	19

R. J. Williams

Engineer Surveyor to Lloyd's Register of Shipping.

TUE 19 MAY 1942

Committee's Minute ...

Assigned *See Vol 38 51598*

