

Rpt. 4.

No. 113,409

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 20-12-45 15-12-1945 When handed in at Local Office 27 DEC 1945 Port of Sp. Smith
 No. in Survey held at Bicclis Date, First Survey 26-4-45 Last Survey 11-12-1945
 Reg. Book "VIC 57" (Number of Visits 10)
 on the "VIC 57" Tons 10 Gross 10 Net
 Built at Fairbairn By whom built Pallock & Son Ltd. Yard No. 1841 When built 1910
 Engines made at Bicclis By whom made Elliott & Garrod Engine No. 682 When made 1910
 Boilers made at Bicclis By whom made Elliott & Garrod Boiler No. 682 When made 1910
 Registered Horse Power 10 Owners Ministry of War Transport Port belonging to Port of London
 Nom. Horse Power as per Rule 10 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted No
 Trade for which vessel is intended Coastal

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 4 3/8 ✓ as per Rule 4 3/8 ✓ Crank pin dia. 4 3/8 ✓ Mid. length breadth 3 1/2 ✓ Thickness parallel to axis 2 7/8 ✓
 as fitted 4 3/8 ✓ Crank webs 3 1/2 ✓ Mid. length thickness 2 1/8 ✓ Thickness around eye-hole 2 ✓
 Intermediate Shafts, diameter 4 1/8 ✓ as per Rule 4 1/8 ✓ Thrust shaft, diameter at collars 4 1/8 ✓ as per Rule 4 1/8 ✓
 as fitted 4 1/8 ✓ Tube Shafts, diameter 4 1/8 ✓ as per Rule 4 1/8 ✓ Screw Shaft, diameter 4 1/8 ✓ as fitted 4 1/8 ✓ Is the tube shaft fitted with a continuous liner No ✓
 as fitted 4 1/8 ✓ Bronze Liners, thickness in way of bushes 1/8 ✓ as per Rule 1/8 ✓ Thickness between bushes 1/8 ✓ as per Rule 1/8 ✓ Is the after end of the liner made watertight in the propeller boss No ✓
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner No ✓
 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 No ✓
 If two liners are fitted, is the shaft lapped or protected between the liners No ✓ Is an approved Oil Gland or other appliance fitted at the after end of the tube at No ✓
 If so, state type No ✓ Length of Bearing in Stern Bush next to and supporting propeller 20 ✓
 Propeller, dia. 66 ✓ Pitch 86 ✓ No. of Blades 4 ✓ Material C-1 ✓ whether Moveable No ✓ 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 No ✓
 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 No ✓
 Feed Pumps } No. and size 6 ✓ Pumps connected to the } No. and size 6 ✓
 Pumps } How driven By Main Engines Main Bilge Line } How driven By Main Engines
 Ballast Pumps, No. and size 6 ✓ Lubricating Oil Pumps, including Spare Pump, No. and size 6 ✓
 Are two independent means arranged for circulating water through the Oil Cooler No ✓ Suctions, connected both to Main Bilge Pumps and Auxiliary Bilge Pumps:—In Engine and Boiler Room No ✓
 In Pump Room No ✓ In Holds, &c. No ✓

Main Water Circulating Pump Direct Bilge Suctions, No. and size 6 ✓ Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, No. and size 6 ✓
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes No ✓
 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 No ✓
 Are all Sea Connections fitted direct on the skin of the ship No ✓ Are they fitted with Valves or Cocks No ✓
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates No ✓ Are the Overboard Discharges above or below the deep water line No ✓
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel No ✓ Are the Blow Off Cocks fitted with a spigot and brass covering plate No ✓
 What Pipes pass through the bunkers No ✓ How are they protected No ✓
 What pipes pass through the deep tanks No ✓ Have they been tested as per Rule No ✓
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times No ✓
 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 No ✓ Is the Shaft Tunnel watertight No ✓ Is it fitted with a watertight door No ✓ worked from No ✓

MAIN BOILERS, &c.—(Letter for record No ✓) Total Heating Surface of Boilers 1000 ✓
 Which Boilers are fitted with Forced Draft No ✓ Which Boilers are fitted with Superheaters No ✓
 No. and Description of Boilers 10 ✓ Working Pressure 100 ✓
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? No ✓
 IS A DONKEY BOILER FITTED? No ✓ If so, is a report now forwarded? No ✓
 Can the donkey boiler be used for other than domestic purposes No ✓
 PLANS. Are approved plans forwarded herewith for Shafting 28-10-45 ✓ Main Boilers No ✓ Auxiliary Boilers No ✓ Donkey Boilers No ✓
 (If not state date of approval)
 Superheaters No ✓ General Pumping Arrangements No ✓ Oil fuel Burning Piping Arrangements No ✓

SPARE GEAR.

Has the spare gear required by the Rules been supplied No ✓
 State the principal additional spare gear supplied No ✓

The foregoing is a correct description

Manufacturer.



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010924-010932-0201

26.4.45 6.7.45 22.10.45
During progress of work in shops - - { 24.5.45, 7.8.45, 7.9.45, 1.10.45, 6.11.45, 28.11.45, 11.12.45.
Dates of Survey while building {
During erection on board vessel - - - {
Total No. of visits 70 (In shops)

Dates of Examination of principal parts—Cylinders 6-11-45 Slides 1-10-45 Covers 6-11-45
Pistons 24-5-45 Piston Rods 7-8-45 Connecting rods 7-8-45
Crank shaft 6-11-45 Thrust shaft 6-11-45 Intermediate shafts
Tube shaft Screw shaft 6-3-46 Propeller 6-3-46
Stern tube 6-3-46 Engine and boiler seatings 6-3-46 Engines holding down bolts 16-4-46
Completion of fitting sea connections 26-2-46
Completion of pumping arrangements Boilers fixed 16-4-46 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 not tested 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 If so, state name of vessel
General Remarks (State quality of workmanship, opinions as to class, &c.)

The Engine 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 will be eligible, in my opinion, for record of L.M.C. (with date) when efficiently installed in a classed vessel.

The amount of Entry Fee ... £ : : When applied for,
Special ... £ 8 : 0 : 0 21 DEC 1945
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ 1 : 14 : 0 19

Date FRI. 19 JUL 1946

Committee's Minute See F.E. Mackay, spb

Signature
Engineer Surveyor to Lloyd's Register of Shipping.