

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 3-3-1945 When handed in at Local Office 1945 Port of HULL
 No. in Survey held at 11945 Date, First Survey 11.9.44 Last Survey 26.3.1945
 Reg. Book on the "VIC 82" 9/NS 974 (Number of Visits 13)
 Tons { Gross 146.49
 Net 51.47
 Built at 11945 By whom built John Harker Ltd Yard No. 183 When built 1944
 Engines made at 11945 By whom made E. Clott & Garwood Engine No. 685 When made "
 Boilers made at 11945 By whom made 11945 Boiler No. 16038 When made "
 Registered Horse Power Owners Ministry of War Transport Port belonging to Hull
 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 Coastal Service

ENGINES, &c.—Description of Engines Steam Reciprocating Compound 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 1/3" Crank pin dia. 4 3/8" Mid. length breadth 1" Thickness parallel to axis 2 7/8"
 as fitted 4 3/8" Crank webs shrunk Mid. length thickness 1" Thickness around eye-hole 2"
 Intermediate Shafts, diameter as per Rule None Thrust shaft, diameter at collars as per Rule 4 1/3"
 as fitted 4 3/8"
 Tube Shafts, diameter as per Rule None Screw Shaft, diameter as per Rule 4 7/8"
 as fitted 4 7/8" Is the { tube } shaft fitted with a continuous liner { screw } 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
 as fitted 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 6 rubber Length of Bearing in Stern Bush next to and supporting propeller 20"
 Propeller, dia. 66" Pitch 86" No. of Blades 4 Material G.I. whether Moveable Solid 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 { No. and size 1 as above 1 1/2" x 1 1/4" x 5" Pumps connected to the { No. and size 1 as above 1 1/2" x 1 1/4" x 5"
 Pumps { How driven M.E. 2nd. Steam Main Bilge Line { How driven M.E. 2nd. Steam
 Ballast Pumps, No. and size 1 1/2" x 1 1/4" x 5" as above Lubricating Oil Pumps, including Spare Pump, No. and size
 Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps:—In Engine and Boiler Room 1-2" In Pump Room In Holds, &c. 1-2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-2" Independent Power Pump Direct Suctions to the Engine 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
 Are all Sea Connections fitted direct on the skin of the ship on steel boxes. Are they fitted with Valves or Cocks Both 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 Part of E.R. Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers Not stated in G.B. Rpt. No 68619
 Which Boilers are fitted with Forced Draft None Which Boilers are fitted with Superheaters None
 No. and Description of Boilers 1 Vertical Boiler Working Pressure 125 lbs.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Vertical Boiler — G.B. Rpt. No 68619 attached
 IS A DONKEY BOILER FITTED? If so, is a report now forwarded?

Can the donkey boiler be used for domestic purposes only
 PLANS. Are approved plans forwarded herewith for Shafting 28-10-41 Main Boilers No 68619 Auxiliary Boilers Donkey Boilers
 (If not state date of approval)

Superheaters. General Pumping Arrangements 5-9-44 Oil fuel Burning Piping Arrangements
 Machinery & Piping arrangements for 80' Coastal SPARE GEAR. 4-12-43
 Has the spare gear required by the Rules been supplied Please note:—No spare gear supplied except span
 State the principal additional spare gear supplied None propeller.

The foregoing is a correct description.

Manufacturer.



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012792-012305-0177

Vic 82

During progress of work in shops - - { *Su Glasgow Rpt. N° 68619.*
Su Spanish Rpt. N° 112446.

Dates of Survey while building { During erection on board vessel - - { 1944 Sep 11, 21 OCT 6, 11, 18; DEC 11, 18
1945 FEB 19 MAR 1, 5, 13, 15, 26.

Total No. of visits 13.

Dates of Examination of principal parts - Cylinders Slides Covers

Pistons *Su Spanish* Piston Rods *Report N°* Connecting rods 112446

Crank shaft Thrust shaft Intermediate shafts

Tube shaft Screw shaft Propeller

Stern tube 11.12.44 Engine and boiler seatings 18.12.44 Engines holding down bolts 19.2.45

Completion of fitting sea connections 11.12.44

Completion of pumping arrangements 15.3.45 Boilers fixed 19.2.45 Engines tried under steam 15.3.45

Main boiler safety valves adjusted 15.3.45 Thickness of adjusting washers F & A 3/8"

Crank shaft material Identification Mark Thrust shaft material Identification Mark

Intermediate shafts, material *Su Spanish* Identification Marks *Rpt. N°* Tube shaft, material 112446 Identification Mark

Screw shaft, material Identification Mark Steam Pipes, material Copper Test pressure 400 lb Date of Test 19.2.45

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 ✓

Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *Vic 81*

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

The above machinery installed in Vic 82 at Knottingly, Leeds in accordance with the Specification, the Rules, the Secretary's letters & approved plans.

The materials and workmanship are good.

Machinery tried under working conditions and found satisfactory.

Eligible in my opinion to be classed LMC 3,45. O.G.

C. 2 Cy. 10 1/2" & 22" - 14" 10 RHP

1 Vertical Boiler 125 lb GS. 27 1/2 H.S. 500 1/2

Total fee 19-0-0

ME 8-0-0

Boiler 5-5-0

Balance F.O. 5-15-0

The amount of Entry Fee ... £ 5 : 15 : } When applied for, MAY 1945

Balance for F.O. ... £ : : } When received,

Donkey Boiler Fee ... £ : : } 19

Travelling Expenses (if any) £ : : } 19

W. L. Shields.

Engineer Surveyor to Lloyd's Register of Shipping.

FRI, 1 JUN 1945

Committee's Minute

Assigned LMC 3,45

O.G.



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