

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 22 Oct 1942

Date of writing Report 19 When handed in at Local Office 19 Port of Hull

No. in Survey held at Thorne Date, First Survey 16. 6. 42. Last Survey 11. 8. 1942.
Reg. Book (Number of Visits 3.) Tons Gross 94 Net 39

on the Steam Lighter "VIC 10"

Built at Thorne By whom built R. Dunston Ld. Yard No. 381 When built 1942

Engines made at Beccles By whom made, Ellison & Sanwood Ld. Engine No. 637 When made .

Boilers made at Carfin By whom made Alex. Anderson & Sons Boiler No. 3686 When made .

Registered Horse Power Owners Ministry of War Transport Port belonging to

Nom. Horse Power as per Rule 15 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 Reciprocating

Revs. per minute

Dia. of Cylinders Length of Stroke No. of Cylinders No. of Cranks

Crank shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length thickness Thickness parallel to axis shrunk Thickness around eye-hole

Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule as fitted

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the { tube screw } shaft fitted with a continuous liner {

Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted 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 Brabtree Length of Bearing in Stern Bush next to and supporting propeller 20"

Propeller, dia. Pitch No. of Blades Material whether Movable Total Developed Surface sq. feet

Feed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Feed Pumps { No. and size Steam Injector } { How driven 1 1/2" } { Pumps connected to the Main Bilge Line { No. and size One Pearson's type 800 gals/hr (also for bilge feed) } { How driven Ind. str. } }

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

Bilge Pumps:—In Engine and Boiler Room 2-1 1/2" & 1-2" Suctions, connected to both Main Bilge Pumps and Auxiliary

In Pump Room In Holds, &c. FPT 1-1 1/2" Hold 1-2"

also 5" hand pump to forecath hold

Main Water Circulating Pump Direct Bilge Suctions, No. and size none confirmed in hull 21-11-42 Independent Power Pump Direct Suctions to the Engine Room Bilges

No. and size 1-1 1/2" & 1-2" 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 Strums

Are all Sea Connections fitted direct on the skin of the ship yes 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 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 none Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers not available 212 (as per Vic 14)

Which Boilers are fitted with Forced Draft none Which Boilers are fitted with Superheaters none

No. and Description of Boilers Vertical cross tube Working Pressure 120 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

IS A DONKEY BOILER FITTED? no 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 Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval)

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied none

State the principal additional spare gear supplied Outfit as per Specification

The foregoing is a correct description.

Manufacturer.

"Vic 10"

Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - - -
Total No. of visits 3.

Dates of Examination of principal parts—Cylinders Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft Thrust shaft Intermediate shafts
Tube shaft Screw shaft Propeller 20.7.42
Stern tube 20.7.42 Engine and boiler seatings 20.7.42 Engines holding down bolts 11.8.42
Completion of fitting sea connections 20.7.42
Completion of pumping arrangements 11.8.42 Boilers fixed 11.8.42 Engines tried under steam 11.8.42
Main boiler safety valves adjusted 11.8.42 Thickness of adjusting washers $P \frac{1}{4} S \frac{7}{32}$
Crank shaft material Identification Mark Thrust shaft material Identification Mark
Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark
Screw shaft, material Identification Mark Steam Pipes, material Stud Test pressure 360 lb Date of Test
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 no
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 9

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

The vessel's machinery has been fitted on board under the Society's supervision and in accordance with the Specification and when tried under steam it was found satisfactory; the boiler safety valves were adjusted to 120 lb.

The amount of Entry Fee ... £ : : When applied for,
Special ... £ 6 : 16 21 OCT 1942
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ : : 19

h. S. Shields

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute ... FRI. 30 OCT 1942 FRI. 17 NOV 1950
Assigned No action Su F.F. Rpt.



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