

REPORT ON MACHINERY.

Port of *Aberdeen*

WED. 28 FEB 1906

Survey held at
Book.

on the

S. S. "Victor"

Date, first Survey

4th Sept 1905 Last Survey *26th Feb 1906*(Number of Visits *31*)Tons { Gross *185.81*
Net *51.65*

Built at

Aberdeen

By whom built

J. Guthrie & Son, S. B. C. When built *1906*

Machines made at

Coatbridge

By whom made

*W. V. V. Lidgerwood*when made *1905-6*

Engines made at

Aberdeen

By whom made

*J. F. Abernethy & Co.*when made *1906*

Registered Horse Power

60

Owners

*The Peterhead*Port belonging to *Peterhead*

Horse Power as per Section 28

*41.4*Is Refrigerating Machinery fitted ☒Is Electric Light fitted ☒

MACHINERY, &c.—Description of Engines

No. of Cylinders	No. of Cranks
Length of Stroke	Revs. per minute
Dia. of Screw shaft	Dia. of Crank pin
Dia. of Crank shaft journals	Size of Crank webs
Dia. of Crank pin	State whether accessible
No. of blades	Total surface
Dia. of screw	Pitch of screw
Diameter of ditto	Stroke
Diameter of ditto	Stroke
Sizes of Pumps	No. and size of Suctions connected to both Bilge and Donkey pumps
In Holds, &c.	

Bilge injections sizes *See* Connected to condenser, or to circulating pump Is a separate donkey suction fitted in Engine room & size

All the bilge suction pipes fitted with roses Are the roses in Engine room always accessible Are the sluices on Engine room bulkheads always accessible

All connections with the sea direct on the skin of the ship Are they Valves or Cocks

Key fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates *Yes* Are the discharge pipes above or below the deep water line *Above*Key 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*Pipes are carried through the bunkers *Tank & lead Suctions* How are they protected *Strong wood casings*All pipes, cocks, valves, and pumps in connection with the machinery and all boiler mountings accessible at all times *Yes*The bilge suction pipes, cocks, and valves arranged so as to prevent any communication between the sea and the bilges *Yes*Where stern tube, propeller, screw shaft, and all connections examined in dry dock *Before launch* Is the screw shaft tunnel watertight *Yes*Fitted with a watertight door ☒ worked from ☒ Is forced draft fitted ☒

BOILERS, &c.—

(Letter for record *S*)

Total Heating Surface of Boilers

*1815*Is forced draft fitted ☒

Description of Boilers

Re Cylindrical Multitubular

Working Pressure

180 lbs Tested by hydraulic pressure to *360 lbs*Can each boiler be worked separately ☒

Area of fire grate in each boiler

No. and Description of safety valves to

2 Spring loaded Area of each valve*4.9 sq in*

Pressure to which they are adjusted

185 lbs Are they fitted with easing gear *Yes*

Distance between boilers or uptakes and bunkers or woodwork

9"

Main dia. of boilers

*12-0"*Length *10-8"* Material of shell plates *S*

Range of tensile strength

*24-32*Are they welded or flanged ☒Descrip. of riveting: cir. seams *Double riveted*long. seams *Riveted with*

Pitch of rivets

8"

Lap of plates or width of butt straps

1-6"

Stages of strength of longitudinal joint

85-4

Working pressure of shell by rules

185 lbs

Size of manhole in shell

*16" x 12"*Compensating ring *Re Keils*

No. and Description of Furnaces in each boiler

*3 plain*Material *S*

Outside diameter

36"

Thickness of plates

3/8"

Description of longitudinal joint

Weld

No. of strengthening rings

Working pressure of furnace by the rules

190 lbs

Combustion chamber plates: Material

S

Thickness: Sides

5/8"

Stays to ditto: Sides

8 1/2"

Back

8 1/2"

Top

5/8"

Diameter at smallest part

1 1/8"

Area supported by each stay

42.25"

Working pressure by rules

198 lbs

End plates in steam space:

S

Thickness

1"

Pitch of stays

15" x 14"

How are stays secured

By nuts & washers

Working pressure by rules

184.2 lbs

Material of stays

S

Area supported by each stay

25.5"

Working pressure by rules

198 lbs

Material of Front plates at bottom

S

Thickness of Lower back plate

1 1/8"

Greatest pitch of stays

14" x 8 1/2"

Working pressure of plate by rules

243 lbs

Pitch of tubes

4 3/4"

Material of tube plates

S

Thickness: Front

1 3/16"

Back

1 3/16"

Mean pitch of stays

9 1/2"

Depth and

15"

Working pressures by rules

F 190 B 262

Girders to Chamber tops: Material

S

Distance apart

8 1/2"

Thickness of girder at centre

8 1/2" x 2"

Length as per rule

32"

Number and pitch of Stays in each

2' 8"

Working pressure by rules

219

Superheater or Steam chest; how connected to boiler

☒

Can the superheater be shut off and the boiler worked

☒

Diameter

☒

Length

☒

Thickness of shell plates

☒

Material

☒

Description of longitudinal joint

☒

Diam. of rivet

☒

Pitch of rivets

☒

Working pressure of shell by rules

☒

Diameter of flue

☒

Material of flue plates

☒

Thickness

☒

How stayed

☒

Stiffened with rings

☒

Distance between rings

☒

Working pressure by rules

☒

End plates: Thickness

☒

How stayed

☒

Area of safety valves to superheater

☒

Are they fitted with easing gear

☒

DONKEY BOILER— No. Description

Made at By whom made When made Where fixed

Working pressure tested by hydraulic pressure to No. of Certificate Fire grate area Description of safety valves

No. of safety valves Area of each Pressure to which they are adjusted If fitted with easing gear If steam from main boilers

enter the donkey boiler Dia. of donkey boiler Length Material of shell plates Thickness Range of tensile strength

Descrip. of riveting long. seams Dia. of rivet holes Whether punched or drilled Pitch of rivets

Lap of plating Per centage of strength of joint Rivets Thickness of shell crown plates Radius of do. No. of Stays to do.

Dia. of stays. Diameter of furnace Top Bottom Length of furnace Thickness of furnace plates Description of joint

Thickness of furnace crown plates Stayed by Working pressure of shell by rules

Working pressure of furnace by rules Diameter of uptake Thickness of uptake plates Thickness of water tubes

SPARE GEAR. State the articles supplied:—

James Hennessey & Co.

The foregoing is a correct description,

Manufacturer.

of boiler

Dates of Survey while building

During progress of work in shops—
During erection on board vessel—
Total No. of visits

1903 Sept. 7, 14, 21, 24. Oct. 6, 16, 19, 20. Nov. 2, 9, 20. Dec. 4, 8, 9
1904 Jan. 5, 12, 18, 24, 27, 30. Feb. 2, 8, 13, 15, 19.
31

Is the approved plan of main boiler forwarded herewith

" " " donkey " " "

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

Material of screw shaft

Is the screw shaft fitted with a continuous liner the whole length of the stern tube

Is the after end of the liner made water tight in the propeller boss

If the liner is in more than one length are the joints burned

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

This boiler has been built under special survey in accordance with the approved plan, the Secretary's letter and otherwise in conformity with the Rules. The boiler, on completion, together with the engines Glasgow report No. 23435, have been properly fitted on board, the material and workmanship are good. On completion the engines were tried under steam at the moorings with satisfactory results which in my opinion entitles them to the notation of + L.M.C. 2.06 in the Register Book.

When the engines were being tested up on the 4th inst. preparatory to the vessel proceeding to the fishing ground it was found that the Condenser was cracked at each end at the back, the crack at the fore end extended through the flange & 5" into the body, that at the after end through the flange & 4½" into the body, efficient brass patches have now been fitted in way of these cracks after which the Condenser was tested with water and the engines again tried under steam & found satisfactory. Letter from Owners attached stating they are willing to accept the Condenser in its present condition.

It is submitted that
this vessel is eligible for
THE RECORD

The amount of Entry Fee. £ 1 : 0 :
Special £ 10 : 16 :
Donkey Boiler Fee £ 3 : 12 : 0
Travelling Expenses (if any) £ - : - :
When applied for, 6-2-1906
When received, 8-2-1906

James C. Surpin
Engineer Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

FRI. 2 MAR 1906

Assigned

+ L.M.C. 2.06

MINISTRY CERTIFICATE
WRITTEN.



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