

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 19 APR 1945

Date of writing Report 3-4-1945 When handed in at Local Office 19 APR 1945 Port of Ipswich  
 No. in Survey held at Rowhedge Date, First Survey 23 FEBRUARY 1944 East Survey 4-4-1945  
 Reg. Book on the Single Screw Coastal Light "VIC 76"  
 Built at Rowhedge By whom built The Rowhedge Ironworks Co. Ltd. Yard No. 655 When built 1945  
 Engines made at Rowhedge By whom made Do. Engine No. 656 when made 1945  
 Boilers made at Colchester By whom made Dewey Payman & Co. Ltd. Boiler No. when made 1945  
 Registered Horse Power Owners The Ministry of War Transport Port belonging to London  
 Nom. Horse Power as per Rule 69.24 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 Compound Reciprocating Revs. per minute 150  
 Dia. of Cylinders 10 1/2" - 22" Length of Stroke 14" No. of Cylinders 4 No. of Cranks Two  
 Crank shaft, dia. of journals as per Rule 4 3/8" Crank pin dia. 4 3/8" Crank webs Mid. length breadth shrunk Thickness parallel to axis 2 1/8"  
 as fitted 4 3/8" Mid. length thickness Thickness around eye-hole 2"  
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule 4.26"  
 as fitted Screw Shaft, diameter as per Rule 4 7/8" Is the screw shaft fitted with a continuous liner No  
 as fitted Tube Shafts, diameter as per Rule  
 as fitted 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  
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner  
 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 shaft  
 Propeller, dia. 66" Pitch 86" No. of Blades 4 Material 0.1. whether Moveable No Total Developed Surface 11.6 sq. feet  
 Feed Pumps worked from the Main Engines, No. on Diameter 2 1/8" Stroke 6" Can one be overhauled while the other is at work  
 Bilge Pumps worked from the Main Engines, No. on Diameter 2 1/8" Stroke 6" Can one be overhauled while the other is at work  
 Feed Pumps { No. and size 6 on 2 1/8" x 6" 6 on 5 1/2 x 2 1/2" Pumps connected to the { No. and size 6 on 2 1/8" x 6" 6 on 5 1/4 x 4 1/4 x 5"  
 How driven Main Engine Main Bilge Line How driven Main Engine General Service Pump  
 Ballast Pumps, No. and size 6 on 5 1/4 x 4 3/4 x 5" 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 6 on - 2" to Main & General Service Pump. 6 on - 2" to General Service Pump only  
 In Holds, &c. 2 - 2" (on forward and on aft.)

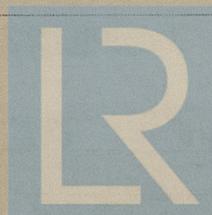
**Main Water Circulating Pump Direct Bilge Suctions, No. and size** 6 on - 2" **Independent Power Pump Direct Suctions to the Engine Room Bilges,**  
 No. and size 6 on Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes  
 Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges  
 Are all Sea Connections fitted direct on the skin of the ship Int on welded steel 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  
 Are the Blow Off Cocks fitted with a spigot and brass covering plate  
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel  
 What Pipes pass through the bunkers How are they protected  
 What pipes pass through the deep tanks 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  
 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  
 Is the Shaft Tunnel watertight  
 Is it fitted with a watertight door worked from

**MAIN BOILERS, &c.**—(Letter for record S) Total Heating Surface of Boilers 504 sq ft  
 Is Forced Draft fitted No No. and Description of Boilers 6 on Payman Vertical Working Pressure 120 lbs 0"  
**IS A REPORT ON MAIN BOILERS NOW FORWARDED?** Yes  
**IS A DONKEY BOILER FITTED?** No If so, is a report now forwarded?  
**PLANS.** Are approved plans forwarded herewith for Shafting 28.10.41 Main Boilers 11-4-44 Auxiliary Boilers Donkey Boilers  
 Superheaters General Pumping Arrangements approved 20-1-44 Oil fuel Burning Piping Arrangements  
**SPARE GEAR.** State the articles supplied:—

The foregoing is a correct description,

*M. J. O'Neil*  
MANAGING DIRECTOR

Manufacturer.



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005756-005778-0174

Dates of Survey while building  
 During progress of work in shops -- 1944: FEB 23 MAR 3, 13, 22 APR 12, 27 JUNE 17 AUG 23 SEP 12 OCT 11, 23 NOV 2, 10, 23 DEC 1, 7.  
 1945: FEB 8, 14, 28 MAR 20 APR 4  
 During erection on board vessel ---  
 Total No. of visits 21.

Dates of Examination of principal parts—Cylinders 12-9-44 Slides 3-3-44. Covers 12-9-44.  
 Pistons 12-4-44. Piston Rods 23-2-44. Connecting rods 23-2-44.  
 Crank shaft 13-3-44. Thrust shaft 13-3-44. Intermediate shafts ✓  
 Tube shaft ✓ Screw shaft 14-2-44. Propeller 14-2-44.  
 Stern tube 14-2-44. Engine and boiler seatings 14-2-44. Engines holding down bolts 14-2-44.  
 Completion of fitting sea connections 14-2-44.  
 Completion of pumping arrangements 20-3-45. Boilers fixed 20-2-45. Engines tried under steam 26-3-45.  
 Main boiler safety valves adjusted 26-3-45. Thickness of adjusting washers 15/32 10 v 5.  
 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 300 lbs Date of Test 9-3-45  
 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 ✓  
 Is this machinery duplicate of a previous case *no* ✓ 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 Scamplings are in accordance with the Society's Rules.  
 The workmanship is of good description.  
 The Engine & Boiler (Report No. 112695) have now been efficiently fitted on board a classed vessel, examined under working conditions. The pumping arrangements examined under working conditions & accumulation tests carried out on the boiler and in our opinion is eligible to run notation L.M.C. 4-45.

Certificate to be sent to  
 The Surrogates are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ...	£	2	:	0	:	0	When applied for,
Special ENGINES ...	£	8	:	0	:	0	19 APR 1945
Donkey Boiler Fee INSTALLATION OF MACH. ...	£	6	:	16	:	0	When received,
Travelling Expenses (if any) £	£	:	:	:	:	19	

*Joywell & Co. F. E. Lupton*  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **FRI. 27 APR 1945**  
 Assigned **LMC 4.45** **O.G.**

