

# 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 Lighter "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 Olo. Engine No. 656 when made 1945.  
 Boilers made at Colchester By whom made Dewy Paxman & 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 2 No. of Cranks 2  
 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 7/8"  
 as fitted 4 3/8" Mid. length thickness 2"  
 Intermediate Shafts, diameter as per Rule 4 26" as fitted 4 3/8"  
 Thrust shaft, diameter at collars as per Rule 4 3/8" as fitted 4 3/8"  
 Tube Shafts, diameter as per Rule 4 7/8" as fitted 4 7/8" Is the shaft fitted with a continuous liner? No  
 Screw Shaft, diameter as per Rule 4 7/8" as fitted 4 7/8"  
 Bronze Liners, thickness in way of bushes as per Rule 1/2" as fitted 1/2" Thickness between bushes as per Rule 1/2" as fitted 1/2" 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 shaft? No  
 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. 2 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. 2 Diameter 2 1/8" Stroke 6" Can one be overhauled while the other is at work? No  
 Feed Pumps { No. and size 2 1/8" x 6" 5 1/2" x 2 1/2" Pumps connected to the { No. and size 2 1/8" x 6" 5 1/4" x 4 1/4" x 5"  
 How driven Main Engine Main Bilge Line How driven Main Engine Small Service Pump.  
 Ballast Pumps, No. and size 2 1/4" x 4 1/4" x 5" Lubricating Oil Pumps, including Spare Pump, No. and size 2  
 Are two independent means arranged for circulating water through the Oil Cooler? No Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 2" 6 Main & Small Service Pump. 2" 6 Small Service Pump only.  
 In Holds, &c. 2-2" (one forward and one aft.)

Main Water Circulating Pump Direct Bilge Suctions, No. and size 2" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2"  
 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? Both  
 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? Above  
 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 —

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 504 sq. ft.  
 Is Forced Draft fitted? No No. and Description of Boilers 2 Paxman Vertical Working Pressure 120 lb. sq. in.  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? No  
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? No  
 PLANS. Are approved plans forwarded herewith for Shafting 28' 10" 4' Main Boilers 11-4-44 Auxiliary Boilers Donkey Boilers  
 (If not state date of approval)  
 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 - -

During erection on  
board vessel - - -

Total No. of visits

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

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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  $15/32$  p 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 4:112695) 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 amount of Entry Fee ... £ 2 : 0 : 0  
Special ENGINES ... £ 8 : 0 : 0  
Donkey Boiler Fee INSTALLATION OF MACH. ... £ 6 : 16 : 0  
Travelling Expenses (if any) £ : : 19

When applied for,

When received,

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 27 APR 1945

Assigned LMC 4.45 O.G.



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