

RECEIVED
9 JUL 1945
IN D.O.

Rpt. 4.

No. 112944

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 6-4-1945 When handed in at Local Office

5 JUL 1945

Received at London Office

5 JUL 1945

Port of

Sp. Smith

No. in Survey held at Reg. Book.

Yarmouth

Date, First Survey 29 Nov. 1944

Last Survey

29-6-1945

(Number of Visits 14)

on the

"VIC 101"

Built at

Loughloft

By whom built

Richardson Ironworks Ltd.

Yard No.

356

Tons Gross 132

Net 50

When built 1945

Engines made at

Yarmouth

By whom made

Cabletree (1931) Ltd.

Engine No.

683

when made 1945

Boilers made at

Stockton-on-Tees

By whom made

Stockton C.E. & Riley, Bath, Ltd.

Boiler No.

6857

when made 1945

Registered Horse Power

Owners

Ministry of War Transport

Port belonging to

Nom. Horse Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

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 Two

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

as fitted

Thrust shaft, diameter at collars

as per Rule

4 3/8"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

4 7/8"

Is the screw shaft fitted with a continuous liner

no

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 shaft

Yes (Cabletree)

Length of Bearing in Stern Bush next to and supporting propeller

20"

Propeller, dia.

66"

Pitch

86"

No. of Blades

4

Material

C.I.

whether Moveable

no

Total Developed Surface

11.6 sq. feet

Feed Pumps worked from the Main Engines, No.

6

Diameter

2 1/8"

Stroke

6"

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No.

6

Diameter

2 1/8"

Stroke

6"

Can one be overhauled while the other is at work

Yes

Feed Pumps

No. and size

6 2 1/8" x 6"

6 5 1/2" x 2 1/2"

Pumps connected to the

No. and size

6 2 1/8" x 6"

6 5 1/4" x 4 3/4" x 5"

How driven

Main Engine

How driven

Main Engine

G.S.P.

Ballast Pumps, No. and size

G.S.P. 5 1/4" x 4 3/4" x 5"

Lubricating Oil Pumps, including Spare Pump, No. and size

1

Are two independent means arranged for circulating water through the

Oil Cooler

Yes

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room

6 2" x 1/2" x 1/2" S.S.P.

6 2" x 1/2" x 1/2" G.S.P.

In Holds, &c.

6 2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size

6 2"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

6 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

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

Yes

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

By covers

What pipes pass through the deep tanks

None

Have they been tested as per Rule

Yes

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

Yes

Is it fitted with a watertight door

worked from

MAIN BOILERS, &c.—(Letter for record S.I.)

Total Heating Surface of Boilers

525 sq. ft.

Is Forced Draft fitted

no

No. and Description of Boilers

6 2 Vertical

Working Pressure

120 lb. D.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes

IS A DONKEY BOILER FITTED?

no

If so, is a report now forwarded?

Yes

PLANS.

Are approved plans forwarded herewith for Shafting 28.10.44 Main Boilers.

Auxiliary Boilers

Yes

Donkey Boilers

Yes

Superheaters

General Pumping Arrangements

30-11-43

Oil fuel Burning Piping Arrangements

Yes

SPARE GEAR.

State the articles supplied:—

The foregoing is a correct description,

FOR GRABTREE (1931) LTD.

Sp. Smith

Manufacturer.

Managing Director



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Lloyd's Register Foundation

005779-005790-0027

PI
ST
C
Se
Flat
Rostr
Bottom
Strakes
Bilge Pl
Strakes
Side Pl
Strake
Upper
strake
Upper
strak
Strake
strak
Strake
strak
Poop
R.O.
Bridge
Forecas
Total No
MIDSHI
COLLISI
AFTER
STEE

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

1944: Nov 29 (1945) Jan 26 29 Feb 23 Mar 15 Apr 3

1945: Mar 22 25 May 24 31 June 5 13 27 29 "101 DIV"

Dates of Examination of principal parts—Cylinders 23-2-45 Slides 6-1-45 Covers 23-2-45
Pistons 6-1-45 Piston Rods 6-1-45 Connecting rods 6-1-45
Crank shaft 23-2-45 Thrust shaft 23-2-45 Intermediate shafts
Tube shaft ✓ Screw shaft 22-3-45 Propeller 22-3-45
Stern tube 22-3-45 Engine and boiler seatings 12-3-45 Engines holding down bolts 13-6-45
Completion of fitting sea connections 26-3-45
Completion of pumping arrangements 21-6-45 Boilers fixed 13-6-45 Engines tried under steam 29-6-45
Main boiler safety valves adjusted 27-6-45 Thickness of adjusting washers 27-6-45 9/32 p.s.
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 240 Date of Test 27-6-45
Is an installation fitted for burning oil fuel ho ✓ 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 ho ✓ If so, have the requirements of the Rules been complied with
Is this machinery duplicate of a previous case In ✓ If so, state name of vessel "VIC 79" "VIC 80"

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

The machinery 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 scantlings are in accordance with the Society's Rules.
The workmanship is of good description.
The Engine & Boiler (Boiler Report Mbs. 17848) have now been efficiently fitted on board a Classed vessel, examined under working conditions during a basin & sea trial, the pumping arrangements examined under working conditions & accumulation tests carried out on the boiler, is eligible in my opinion for Record of L.M.C. 6-45.

The amount of Entry Fee ... £ : :
Special ... £ 8 : 0 : 0
Donkey Boiler Fee ... £ 6 : 16 : 0
MACHY INSTALLATION
Travelling Expenses (if any) £ 1 : 4 : 3

When applied for,
8 JUL 1945

When received,
19

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 20 JUL 1945

Committee's Minute

Assigned LMC 6.45
O.G.



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