

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 28 JUN 1946

Date of writing Report 19 When handed in at Local Office 28 JUN 1946 Port of London

No. in Survey held at Taverham Date, First Survey 25 Oct 1945 Last Survey 14 June 1946
 Reg. Book. on the Steel Lc. Steam Coastal "Vic. 57" (Number of Visits 10)

Built at Taverham By whom built Jas Pollock Son & Co Yard No. 1841 Tons { Gross Net }
 Engines made at Beech By whom made Elliott & Garrod Engine No. 682 When built 1946
 Boilers made at - By whom made Cochran & Co Annan Boiler No. 16460 When made -
 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

ENGINES, &c.—Description of Engines

Dia. of Cylinders Length of Stroke No. of Cylinders Revs. per minute No. of Cranks

Crank shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length breadth Mid. length thickness shrunk Thickness parallel to axis 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 shaft yes If so, state type Coastline type Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. Pitch No. of Blades Material whether Moveable 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 One 2 1/2" D.A. 800 gals per hr. Pumps connected to the { No. and size One 2 1/8" x 6 one 5 1/4 x 4 3/4 x 5 (1st. H)
 How driven Steam Main Bilge Line How driven Main Engine Steam (Worthington)

Ballast Pumps, No. and size One 5 1/2" x 4 3/4" x 5" (1st. H) 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 3 2 2" dia.

In Pump Room In Holds, &c. 1 2 2" dia.

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 2" dia. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One 2" dia. 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

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 ✓ 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 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 ✓ Is it fitted with a watertight door - worked from -

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers

Which Boilers are fitted with Forced Draft ✓ Which Boilers are fitted with Superheaters ✓

No. and Description of Boilers One Cochran type Working Pressure 125 lb.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes with Vic 46

IS A DONKEY BOILER FITTED? ✓ 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 30.11.46 Auxiliary Boilers 24.9.45 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 spare gear not supplied

State the principal additional spare gear supplied -

The foregoing is a correct description.

Manufacturer.



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REPORT ON STEAM ENGINE RE-INSTALLING ENGINE MACHINERY

Dates of Survey while building

During progress of work in shops --

During erection on board vessel --

Total No. of visits

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

Stern tube 26.4.46. Engine and boiler seatings 9.5.46 Engines holding down bolts 9.5.46

Completion of fitting sea connections 26.2.46.

Completion of pumping arrangements 14.6.46 Boilers fixed 9.6.46 Engines tried under steam 28.5.46

Main boiler safety valves adjusted 14.6.46. Thickness of adjusting washers

Crank shaft material Identification Mark Thrust shaft material Identification Mark

Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark

Screw shaft, material Steel Identification Mark kat test Steam Pipes, material Copper Test pressure 300 lb. Date of Test 28.5.46

Is an installation fitted for burning oil fuel yes. 1/1 Is the flash point of the oil to be used over 150°F. yes

Have the requirements of the Rules for the use of oil as fuel been complied with yes

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

Is this machinery duplicate of a previous case yes If so, state name of vessel N.°1840. VIC. 56.

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

The machinery has been installed under the supervision of the Society's Surveyors. The materials & workmanship are good. Upon completion the machinery was tested under full working conditions on trial and found satisfactory & in my opinion, is eligible to have the record of L.M.C. 6.46. and T.S. - O.G.

Fitted for oil fuel 6.46
F.P. above 150°

Certificate to be sent to

The amount of Entry Fee ... £ : : When applied for, 1 July 1946

Special MACH. INSTALLATION ... £ 6 : 16 : 0

Donkey Boiler Fee ... £ : : When received, 19

Travelling Expenses (if any) £ 9 : 15 : 0

Committee's Minute FRI. 19 JUL 1946

Assigned LMC 6.46.

FITTED FOR OIL FUEL 6.46 FLASH POINT ABOVE 150°F. O.G.

J. J. Nicholas & self
H. K. Garrett
Engineer Surveyor to Lloyd's Register of Shipping.



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