

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 19... When handed in at Local Office 19... Port of Hull  
 No. in Survey held at Knottingley, Goole Date, First Survey 19. 2. 45. Last Survey 1. 8. 19. 45.  
 Reg. Book on the Vic 99 A/M 5 1088 (Number of Visits 10)  
 Built at Knottingley By whom built John Harker Son Ltd. Yard No. 184 Tons { Gross 146 Net 51  
 Engines made at Yarmouth By whom made Crabtree (1931) Ltd. Engine No. 695 When made 1945  
 Boilers made at Stockton on Tees By whom made Stockton C.E. Shiley & Co. Boiler No. 6853 When made 1945  
 Registered Horse Power Owners Ministry of War Transport Port belonging to Goole  
 Nom. Horse Power as per Rule 24 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted No  
 Trade for which vessel is intended Coasting 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 4.13" Crank pin dia. 4 3/8" Mid. length breadth Thickness parallel to axis 2 7/8"  
 as fitted 4 3/8" Crank webs Mid. length thickness shrunk Thickness around eye-hole 2"  
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule 4.13"  
 as fitted 4 3/8" as fitted 4 3/8"  
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 4 7/8"  
 as fitted 4 7/8" Is the { tube screw } shaft fitted with a continuous liner { No  
 Bronze Liners, thickness in way of bushes as per Rule 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 Crabtree Length of Bearing in Stern Bush next to and supporting propeller 20"  
 Propeller, dia. 66" Pitch 86" No. of Blades 4 Material C1 whether Moveable Solid Total Developed Surface 11.6 sq. feet  
 Feed Pumps worked from the Main Engines, No. 1 Diameter 2 1/8" Stroke 6 Can one be overhauled while the other is at work  
 Bilge Pumps worked from the Main Engines, No. 1 Diameter 2 1/8" Stroke 6 Can one be overhauled while the other is at work  
 Feed { No. and size 1 as above 1 800 galls. Pumps connected to the { No. and size 1 as above 1 off 5 1/4" x 4 3/4" x 5"  
 Pumps { How driven M.E. Ind. Stm. Main Bilge Line { How driven M.E. Ind. Stm.  
 Ballast Pumps, No. and size 1 off 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 1-2"  
 In Pump Room In Holds, &c. 1-2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-2" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size 1-2" 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. Nalves on joint plate 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 Above  
 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  
 What pipes pass through the deep tanks none 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

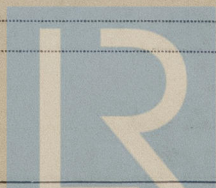
MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 525 sq. ft.  
 Which Boilers are fitted with Forced Draft none Which Boilers are fitted with Superheaters none  
 No. and Description of Boilers One Vertical Boiler Working Pressure 120 lb.  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes  
 IS A DONKEY BOILER FITTED? Yes If so, is a report now forwarded? Yes  
 Can the donkey boiler be used for domestic purposes only Yes  
 PLANS. Are approved plans forwarded herewith for Shafting 28-10-41 Main Boilers 30.11.43 Auxiliary Boilers Donkey Boilers  
 (If not state date of approval)  
 Superheaters General Pumping Arrangements 4-12-43 Oil fuel Burning Piping Arrangements

## SPARE GEAR.

Has the spare gear required by the Rules been supplied Span propellers only supplied  
 State the principal additional spare gear supplied none

The foregoing is a correct description.

Manufacturer.



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Vic 99

During progress of work in shops - - - *Su Spanish* Rpt. No. 112592.  
Dates of Survey while building During erection on board vessel - - - 1945 Feb 19 MAR 8, 22 APR 23 MAY 17, 23 JUL 5, 21, 28  
Aug 1.  
Total No. of visits 10.

Dates of Examination of principal parts—Cylinders Slides Covers  
Pistons Piston Rods Connecting rods  
Crank shaft *Su Spanish* Thrust shaft *Report* Intermediate shafts 112592  
Tube shaft *Su Spanish* Screw shaft *Report* Propeller  
Stern tube 22.3.45 Engine and boiler seatings 22.3.45 Engines holding down bolts 23.4.45  
Completion of fitting sea connections 22.3.45  
Completion of pumping arrangements 21.7.45 Boilers fixed 23.4.45 Engines tried under steam 21.7.45  
Main boiler safety valves adjusted 21.7.45 Thickness of adjusting washers P 1 3/32 S 3/8  
Crank shaft material Identification Mark Thrust shaft material Identification Mark  
Intermediate shafts, material Identification Marks *Report* Tube shaft, material Identification Mark 112592  
Screw shaft, material *Su Spanish* Identification Mark Steam Pipes, material *Copper* Test pressure 300 lb. Date of Test 23.5.45  
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 ✓  
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 VIC 82

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

The above machinery was installed in VIC 99 at Kustlingly Gosh in accordance with the specification, the Rules, the Secretary's letters and approved plans. The materials and workmanship are good. Machinery tried under working conditions and found satisfactory. Eligible in our opinion to be classed LMC 8,45. O.G.  
C. 2 Cy. 10 1/2" x 22" - 14". 24 NHP  
One vertical boiler 120 lb G.S. 25 525 H.S.

£ p d.  
Total fee 19 - 0 - 0  
M.E. 8 - 0 - 0 already charged  
Bler 4 - 4 - 0  
Balance for Vite. out 6 - 16 - 0

The amount of Entry Fee ... £ 6 - 16 - 0 When applied for, 27 AUG 1945  
Special ... £ : : When received, 19  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :  
Committee's Minute ... 7 SEP 1945  
Assigned LMC 8,45  
O.G.

*W. Shields for sup + J. Stileman*  
Engineer Surveyor to Lloyd's Register of Shipping.



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