

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

8 JAN 1946

Received at London Office

Date of writing Report 19 When handed in at Local Office 19 Port of *Stue*

No. in Survey held at *Gainsborough & Stue* Date, First Survey 29. 10. 45 Last Survey 16. 1. 1946.
Reg. Book *Vic 98* (Number of Visits 15.) Tons { Gross 147
Net 52

on the *Vic 98* *ms 1070*

Built at *Gainsborough* By whom built *J. S. Watson (Gainsboro') L.* Yard No. 1555 When built 1946

Engines made at *Great Yarmouth* { By whom made *Crestona (1931) L.* Engine No. 690 When made -
Installed by Chas. Atkinson L. Stue

Boilers made at *Hockton-on-Sea* { By whom made *Hockton Chemical Eng. & Boil. Co. L.* Boiler No. 6860 When made -
Riley Stue L.

Registered Horse Power *24* Owners *Ministry of War Transport* Port belonging to *Grimsby*
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 *Coastal Light*

ENGINES, &c.—Description of Engines *Compound Reciprocating - See Spec Rpt No 113325* 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 *Appd* Crank pin dia. 4 3/8" Mid. length breadth Thickness parallel to axis 2 7/8"
as fitted 4 3/8" Crank webs shrunk Thickness around eye-hole 2"

Intermediate Shafts, diameter as per Rule *None* Thrust shaft, diameter at collars as per Rule *Appd*
as fitted *4 3/8"*

Tube Shafts, diameter as per Rule *Appd* Screw Shaft, diameter as per Rule *Appd*
as fitted *4 7/8"* Is the { tube } shaft fitted with a continuous liner { *Yes*
screw } { *No*

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
as fitted propeller boss. *Yes* If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner. *Yes*

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 *Yes*

If two liners are fitted, is the shaft lapped or protected between the liners. *Yes* Is an approved Oil Gland or other appliance fitted at the after end of the tube
shaft *Yes* If so, state type *Crestona* Length of Bearing in Stern Bush next to and supporting propeller 20"

Propeller, dia. 66" Pitch 86" No. of Blades 4 Material *CI* whether Moveable *No* Total Developed Surface 11.6 sq. feet

Feed Pumps worked from the Main Engines, No. *One* 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. *One* Diameter 2 1/8" Stroke 6" Can one be overhauled while the other is at work *Yes*

Feed { No. and size *One 2 1/8" x 6"* *One 1 1/2" x 8"* *One 1 1/2" x 8"* Pumps connected to the { No. and size *One 5 1/4" x 4 3/4" x 6"* *One 2 1/8" x 6"*
Pumps { How driven *ME* *Ind. Stm.* Main Bilge Line { How driven *Ind. Stm.* *ME*

Ballast Pumps, No. and size *One 5 1/4" x 4 3/4" x 6"* Lubricating Oil Pumps, including Spare Pump, No. and size *None*

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 *One 2"* *One 1 1/2"*

In Pump Room *Yes* In Holds, &c. *One 2"*

Main Water Circulating Pump Direct Bilge Suctions, No. and size *One 2"* Independent Power Pump Direct Suctions to the Engine Room Bilges,
No. and size *One 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 or on robust 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. *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 *None*

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. *Part of E.R.* Is it fitted with a watertight door. *Yes* worked from. *Yes*

MAIN BOILERS, &c.—(Letter for record 5) 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? *No* 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 25.5.44 Auxiliary Boilers. *Yes* Donkey Boilers. *Yes*
(If not state date of approval)

Superheaters *Yes* General Pumping Arrangements 14.12.43 Oil fuel Burning Piping Arrangements *Yes*

SPARE GEAR.

Has the spare gear required by the Rules been supplied. *Spare propeller only supplied.*

State the principal additional spare gear supplied.

The foregoing is a correct description.

Manufacturer.

La Española Rpt. No. 113325

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	Engine and boiler seatings	Engines holding down bolts	
Completion of fitting sea connections			
Completion of pumping arrangements	Boilers fixed	Engines tried under steam	
Main boiler safety valves adjusted	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	Identification Mark	Steam Pipes, material	Test pressure
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	

The above main engine installed by Chas D Holmes at Hull in accordance with the Specification tried under working conditions found satisfactory. Eligible in my opinion to be classed in the Register Book.

C 2C4 $10\frac{1}{2}$ 4 22 - 14

1VB 120 Hb GS 25 $\frac{1}{2}$ HS 525 $\frac{1}{2}$

W. Shields.
Engineer Surveyor to Lloyd's Register of Shipping.

Assigned LMC 1, 40

LMC 1.46



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