

Rpt. 4.

No. 113325

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 24-11-1945 When handed in at Local Office 26 NOV 1945 Port of *SpSinch*
No. in Survey held at *Jarmouth* Date, First Survey 15-3-45 Last Survey 21-11-1945
Reg. Book. on the *Stu Light* "Vic 98" A/Ms 1070. (Number of Visits 14)
Built at By whom built *Walson Ltd.* Yard No. 1555. When built
Engines made at *Jarmouth* By whom made *Cribb (1931) Ltd.* Engine No. 688 when made 1945.
Boilers made at *Stockton on Tees* By whom made *Stockton Chem Eng & Ship Bldg Ld.* Boiler No. 6860 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 *Coasting*

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 Thickness around eye-hole 2"
Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule 4 3/8"
as fitted 4 3/8" Is the {tube} shaft fitted with a continuous liner {70
Tube Shafts, diameter as per Rule Screw Shaft, diameter as fitted 4 7/8" Is the {screw} shaft fitted with a continuous liner {70
as fitted 4 7/8" Is the after end of the liner made watertight in the
Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as fitted
as fitted If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
propeller boss 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 Length of Bearing in Stern Bush next to and supporting propeller 20"
Propeller, dia. 66" Pitch 88" 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. 2 Diameter 2 1/8" Stroke 6" Can one be overhauled while the other is at work
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
Feed Pumps No. and size Pumps connected to the Main Bilge Line No. and size How driven
Ballast Pumps, No. and size 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
In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,
No. and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes
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 Are they fitted with Valves or Cocks
Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line
Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate
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
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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers Working Pressure
Is Forced Draft fitted No. and Description of Boilers
IS A REPORT ON MAIN BOILERS NOW FORWARDED?
IS A DONKEY BOILER FITTED? If so, is a report now forwarded?
PLANS. Are approved plans forwarded herewith for Shafting 28-10-4/Main Boilers Auxiliary Boilers Donkey Boilers
(If not state date of approval) Oil fuel Burning Piping Arrangements
Superheaters General Pumping Arrangements
SPARE GEAR. State the articles supplied:—

The foregoing is a correct description.
FOR CRABTREE (1931) LTD.

Manufacturer.

Managing Director.



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Lloyd's Register
Foundation

006489-006504-0188

Vic 98

15.3.45, 5.6.45, 13.8.45, 20.8.45, 4.10.45
During progress of work in shops - - - 24.3.45, 19.6.45, 4.7.49, 3.8.45, 7.9.45, 14.9.45, 20.9.45, 1.10.45, 21.11.45.
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits ~~14~~ 14

Dates of Examination of principal parts—Cylinders 1-10-45. Slides 3-8-45. Covers 1-10-45.
Pistons 7-9-45. Piston Rods 20-9-45. Connecting rods 20-9-45.
Crank shaft 14-9-45. Thrust shaft 14-9-45. Intermediate shafts
Tube shaft. Screw shaft 4.7-45. Propeller 4.7-45.
Stern tube 4.7-45. 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 *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. Test pressure. Date of Test.
Is an installation fitted for burning oil fuel. 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. 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 *Tand No 1054*.

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 scantlings are in accordance with the Society's Rules.
The workmanship is of good description.
The Engine, in my opinion, will be eligible for record of L.M.C. (with date) when efficiently installed in a classed vessel.

The above main engines installed by Chas D Holman at Hull in accordance with the Specification, tried under working conditions and found satisfactory.

Eligible in my opinion to be classed in the Register Book

L.M.C. 1,46 O.G.

C 20 10 1/2 x 22 - 14" M.N 24

1VB 120 lb. 45 25 lb HS 525 lb

The amount of Entry Fee ... £ : :
Special ... £ 8 : 0 : 0
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ 2 : 2 : 0
When applied for, 19...
When received, 19...

Committee's Minute

FRI. 1 FEB 1946

Assigned

see minute on J.E. Rpt

Engineer Surveyor to Lloyd's Register of Shipping.



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