

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 19... When handed in at Local Office 19... Port of Hull 10 SEP 1945

No. in Survey held at Thorne Date, First Survey 13. 3. 45 Last Survey 2. 8. 19 45
 Reg. Book "Vic 96" (Number of Visits 13) Tons { Gross 146.49
on the Steam Coastal Lighter "Vic 96" NMS 1074 Net 51.47

Built at Thorne By whom built Richard Dundon Ltd. Yard No. T578 When built 1945

Engines made at Yarmouth By whom made Crabtree (1931) Ltd. Engine No. 694 When made 1945

Boilers made at Aman By whom made Cochrane & Co (Aman) Ltd. Boiler No. 16457 When made 1945

Registered Horse Power 24 Owners Ministry of War Transport Port belonging to Hull
managed by Newton, South & Wilson

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 Service

ENGINES, &c.—Description of Engines Compound Reciprocating Su Spinch Rpt Revs. per minute 150
 Dia. of Cylinders 10 1/2" x 22" Length of Stroke 14" No. of Cylinders Two No. of Cranks Two

Crank shaft, dia. of journals 4.13" as per Rule 4.13" Crank pin dia. 4 3/8" Mid. length breadth shrunk Thickness parallel to axis 2 7/8"
4 3/8" as fitted 4 3/8" Crank webs shrunk Mid. length thickness shrunk Thickness around eye-hole 2"

Intermediate Shafts, diameter 4.26" as per Rule 4.26" Thrust shaft, diameter at collars 4 3/8" as fitted 4 3/8"

Tube Shafts, diameter 4 7/8" as per Rule 4 7/8" Screw Shaft, diameter 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 Is the after end of the liner made watertight in the 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 Yes

Propeller, dia. 66" Pitch 86" No. of Blades 4 Material C.I. whether Moveable No Length of Bearing in Stern Bush next to and supporting propeller 20" 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 Pumps { No. and size Laoban 1 Pair 800 gals/hr Pumps connected to the { No. and size Laoban 1 off 5 1/4" x 4 3/4" x 5"
 How driven ME Ind. Stm. Main Bilge Line { How driven ME Ind. Stm. }

Ballast Pumps, No. and size 1 off 5 1/4" x 4 3/4" x 5" as above 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 1-2"
 In Pump Room Yes 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 Cocks direct 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 Yes
 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 Tunnel part OK Is it fitted with a watertight door Yes worked from Yes

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 Yes Donkey Boilers Yes
 (If not state date of approval)

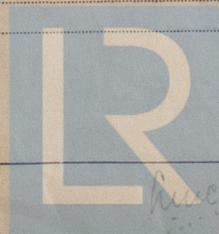
Superheaters Yes General Pumping Arrangements 8.5.44 Oil fuel Burning Piping Arrangements Yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied Spare propeller only supplied
 State the principal additional spare gear supplied none

The foregoing is a correct description.

Manufacturer.



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Lloyd's Register Foundation

Vic 96

See Spanish

Report No.

112832

Dates of Survey while building

During progress of work in shops --

During erection on board vessel ---

1945 MAR 13, 19, 21, 26; APR 5, 11, 17, 23; JULY 9, 17, 20, 28; AUG 2

Total No. of visits 13.

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 5.4.45 Engine and boiler seatings 11.4.45 Engines holding down bolts 9.7.45

Completion of fitting sea connections 5.4.45

Completion of pumping arrangements 20.7.45 Boilers fixed 9.7.45 Engines tried under steam 20.7.45

Main boiler safety valves adjusted 20.7.45 Thickness of adjusting washers P 2/32 S 17/32

Crank shaft material Identification Mark Thrust shaft material Identification Mark

Intermediate shafts, material Identification Marks Report Tube shaft, material No Identification Mark 112832

Screw shaft, material Identification Mark Steam Pipes, material Copper Test pressure 300 lb Date of Test 17.7.45

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 95

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

The above machinery was installed in Vic 96 at Thorne in accordance with the Specification, the Rules, the Secretary's letter 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 OG C 2 Cy. 10 1/2" x 22" - 14" 24 NHP. One vertical boiler 120 lb GS 25 # 525 H.S.

	k o d	
Total fee	19 - 0 - 0	
M.F.	0 - 0 - 0	already charged
Bar	4 - 4 - 0	
Balance for fit out	6 - 16 - 0	

The amount of Entry Fee ... £	6 - 16 - 0	When applied for, SEP 1945
Balance for fitting out Special ... £	:	19
Donkey Boiler Fee ... £	:	When received,
Travelling Expenses (if any) £	:	19

W. Shields & J. Dobbie
for Self Engineer Surveyor to Lloyd's Register of Shipping.

21 SEP 1945

Committee's Minute

Assigned LMC 8,45
O.G.

