

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 10 SEP 1945

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

No. in Survey held at Thorne Date, First Survey 13. 3. 45 Last Survey 2. 8. 19 45  
Reg. Book "Vic 96" 1074 (Number of Visits 13)

on the Steam Coastal Lighter Tons { Gross 146.49  
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

Boilers made at Annan By whom made Cochran & Co (Annan) Ltd. Boiler No. 16457 When made

Registered Horse Power Owners Ministry of War Transport Port belonging to Hull

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 - No. 112832 Revs. per minute 150

Dia. of Cylinders  $10\frac{1}{2}" \times 22"$  Length of Stroke 14" No. of Cylinders Two No. of Cranks Two

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

Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule 4.26  
as fitted 4.26

Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule  $4\frac{7}{8}"$  Is the { tube } shaft fitted with a continuous liner { No }  
as fitted 4.78

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

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 C.I. whether Moveable No Total Developed Surface 11.6 sq. feet

Feed Pumps worked from the Main Engines, No. One Diameter  $2\frac{1}{8}"$  Stroke 6" Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. One Diameter  $2\frac{1}{8}"$  Stroke 6" Can one be overhauled while the other is at work

Feed Pumps { No. and size 1 each 800 gals/hr. Pumps connected to the { No. and size 1 each  $5\frac{1}{4}" \times 4\frac{3}{4}" \times 5"$   
How driven ME Ind. Stm. Main Bilge Line How driven ME Ind. Stm.

Ballast Pumps, No. and size 1 of  $5\frac{1}{4}" \times 4\frac{3}{4}" \times 5"$  as above Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler

Bilge Pumps:—In Engine and Boiler Room 1-2" 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

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 Cocks direct Are they fitted with Valves or Cocks Box

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 Above

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 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

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 Tunnel part Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 525  $\text{sq. ft.}$

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

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 8.5.44 Oil fuel Burning Piping Arrangements

## SPARE GEAR.

Has the spare gear required by the Rules been supplied Span propeller only Supplies

State the principal additional spare gear supplied none

The foregoing is a correct description.

Manufacturer.



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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 1/32

S 17/32

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

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 2Cy. 10 1/2" & 22" - 14". 24 NHP. One vertical boiler 120 lb GS 25 lb 525 H.S.

Total fee

19 - 0 - 0

M.E.

8 - 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,

Special

£

:

SEP 1945

Donkey Boiler Fee

£

:

When received,

Travelling Expenses (if any)

£

:

19

Committee's Minute

21 SEP 1945

Assigned

LMC 8.45

O.G.

W. Shields & J. Dobbie

for Self

Engineer Surveyor to Lloyd's Register of Shipping.



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