

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 104516

Received at London Office

6 - JUN 1947

Date of writing Report 2.6.47 When handed in at Local Office 2.6.47 Port of NEWCASTLE-ON-TYNE

No. in Survey held at Newcastle & Hebburn-on-Tyne Date, First Survey 16.8.46 Last Survey 30.5.47

Reg. Book. Single on the Twin Screw vessel M.V. "LAMPANIA" Number of Visits 75

Gross 6437.59
Net 3625.14

Yard No. 690 When built 1947

Engine No. A038 When made 1947

Boiler No. 3159 When made 1946

Port belonging to London

Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

for which vessel is intended MN = 566

Engines, &c. — Type of Engines Hawthorn-Werkspoor - Supercharged 2 or 4 stroke cycle 4 Single or double acting Single

Mean pressure in cylinders 100 lb/sq. in. Diameter of cylinders 650 mm. Length of stroke 1400 mm. No. of cylinders 6 No. of cranks 6

Indicated Pressure 135 lb/sq. in. of bearings, adjacent to the crank, measured from inner edge to inner edge 844 mm. Is there a bearing between each crank Yes

Revolutions per minute 120 Flywheel dia. 2260 mm. Weight 6.3 tons Means of ignition Compression Kind of fuel used Orsoil & Diesel Oil

as per Rule 115 normal dia. of journals 442 mm. as fitted 460 mm. Crank pin dia. 460 mm. Crank webs 870 mm. Mid. length breadth 267 mm. Thickness parallel to axis 267 & 290 mm.

as per Rule 340 mm. as fitted 340 mm. Intermediate Shafts, diameter 312 mm. as fitted 350 mm. Thrust Shaft, diameter at collars 340 mm. as per Rule 328 mm.

Shaft, diameter 312 mm. as fitted 350 mm. Is the screw shaft fitted with a continuous liner Yes

ze Liners, thickness in way of bushes 18.5 mm. as fitted 20 mm. Thickness between bushes 13.9 mm. as fitted 15 mm. Is the after end of the liner made watertight in the

eller 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

e 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-

sive 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

f tube shaft No If so, state type Yes Length of bearing in Stern Bush next to and supporting propeller 1480 mm.

eller, dia. 14"0" Pitch 11"2" No. of blades 4 Material Mang. Bronze Whether moveable No Total developed surface 62 sq. feet

od of reversing Engines By Servo Motor Is a governor or other arrangement fitted to prevent racing of the engine Yes Means of

ocation Yes Thickness of cylinder liners 55 mm. Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled

gged with non-conducting material Lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned

to the engine Funnel Cooling Water Pumps, No. Four Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

e Pumps worked from the Main Engines, No. ONE Can one be overhauled while the other is at work Yes

ps connected to the Main Bilge Line { No. and size THREE - One Rotary c 28 tons/hr. - One Ballcock c 100 tons/hr. - One Bilge c 32 tons/hr.

How driven M. Engine Steam

e cooling water led to the bilges No If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping

gements Yes

st Pumps, No. and size One - 100 tons/hr. Power Driven Lubricating Oil Pumps, including spare pump, No. and size One M. Eng. c 40 tons/hr. One Standby c 50 tons/hr.

two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both main bilge pumps and auxiliary

pumps, No. and size:—In machinery spaces 3 c 3" In pump room 1 c 2"

olds, &c. Fore Hold - 2 c 2 1/2" - Fore Hold 2 c 2" - F&A. Afterdams 1 c 4" each.

pendent Power Pump Direct Suctions to the engine room bilges, No. and size Two - One c 7" and one c 5"

all the bilge suction pipes in holds and tunnel well fitted with strum-boxes Yes Are the bilge suction pipes in the machinery spaces led from easily

ssible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes

all Sea Connections fitted direct on the skin of the Ship Yes Are they fitted with valves or cocks Both Are they fixed

ciently high on the ship's side to be seen without lifting the platform plates Yes Are the overboard discharges above or below the deep water line Above

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

t pipes pass through the bunkers ONE - 1" RFT Afterdam Suction How are they protected Yes

t pipes pass through the deep tanks None Have they been tested as per Rule Yes

all pipes, cocks, valves and pumps in connection with the machinery and all boiler mountings accessible at all times Yes

e 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

es, or from one compartment to another Yes Is the shaft tunnel watertight None Is it fitted with a watertight door Yes worked from Yes

wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork Yes

n Air Compressors, No. Two No. of stages 2 diameters ONE c 30 & FREE AIR/MIN. ONE c 172 & " " " " stroke driven by ONE DIESEL ENGINE

Small Auxiliary Air Compressors, No. Two No. of stages 2 diameters ONE c 172 & " " " " stroke driven by " STEAM ENGINE

What provision is made for first charging the air receivers Aux. Steam or Oil Engine driven Air Compressors

Scavenging Air Pumps, No. NONE diameter driven by ONE DIESEL ENGINE DRIVING DYNAMO & ONE ENCLOSED SINGLE CYLINDER STEAM ENGINE DRIVING DYNAMO

Auxiliary Engines crank shafts, diameter as per Rule No. ONE ENCLOSED SINGLE CYLINDER STEAM ENGINE DRIVING DYNAMO Position ENGINE COOL STRAKE SIDE

Have the auxiliary engines been constructed under special survey No Is a report sent herewith No



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25/6/47

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JAN. 7, 8,

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003385-003390-0135

AIR RECEIVERS:—Have they been made under survey *M.M. "GOLDMOUTH"* State No. of report or certificate *LLOYDS, 650 LBS. W.P. 450 LBS. J.W.W. 26-8-46.*

Is each receiver, which can be isolated, fitted with a safety valve as per Rule *yes*

Can the internal surfaces of the receivers be examined and cleaned *yes* Is a drain fitted at the lowest part of each receiver *yes*

Injection Air Receivers, No. *ONE* Cubic capacity of each *500* Internal diameter *PLEASE SEE GOLDMOUTH 1st ENTRY REPORT* thickness *REAR*

Seamless, lap welded or riveted longitudinal joint *yes* Material *Steel* Range of tensile strength *by Rules* Working pressure *Actual*

Starting Air Receivers, No. *ONE* Total cubic capacity *500* Internal diameter *PLEASE SEE GOLDMOUTH 1st ENTRY REPORT* thickness *REAR*

Seamless, lap welded or riveted longitudinal joint *yes* Material *Steel* Range of tensile strength *by Rules* Working pressure *Actual*

IS A DONKEY BOILER FITTED *yes* If so, is a report now forwarded *yes*

Is the donkey boiler intended to be used for domestic purposes only *No*

PLANS. Are approved plans forwarded herewith for shafting *yes* Receivers *yes* Separate fuel tanks *yes*

Donkey boiler *3-6-46* General pumping arrangements *yes* Pumping arrangements in machinery space *yes*

Oil fuel burning arrangements *yes*

SPARE GEAR.

Has the spare gear required by the Rules been supplied *yes*

State the principal additional spare gear supplied *As per list Attached*

W. HAWTHORN, LESLIE & CO. LIMITED AND THE PARTICULARS OF THE INSTALLATION AS FITTED ARE AS APPROVED FOR
R.B. Fletcher Manufacturer. *TORSIONAL VIBRATION CHARACTERISTICS*

Dates of Survey while building

During progress of work in shops - *1946/ AUG. 16, 21, 28, SEPT. 4, 7, 17, 19, 20, 23, 25, 27, 31, OCT. 1, 5, 9, 10, 15, 24, 30, NOV. 1, 4, 5, 9, 11, 14, 19, 21, 25, 27, 29,*

During erection on board vessel - *DEC. 5, 7, 10, 12, 13, 16, 20, 23, 24, 30, 1947/ JAN. 3, 6, 16, 28, FEB. 4, 10, 13, 19, 25, MAR. 11, 14, 27, 28, 31, APR. 2, 9, 11, 15, 22, 24, 28, MAY. 6, 9, 14, 15, 19, 20, 21, 23, 27, 28, 30.*

Total No. of visits *73*

Dates of examination of principal parts—Cylinders *5-10-46* Covers *5-10-46* Pistons *9-11-46* Rods *25-11-46* Connecting rods *25-11-46*

Crank shaft *19-11-46* Flywheel shaft *3.1.47* Thrust shaft *5-10-46* Intermediate shafts *30-12-46* Tube shaft *✓*

Screw shaft *29-11-46* Propeller *29-11-46* Stern tube *23-12-46* Engine seatings *24-12-46* Engine holding down bolts *25.2.47*

Completion of fitting sea connections *24-12-46* Completion of pumping arrangements *27.5.47* Engines tried under working conditions *28.5.47*

Crank shaft, material *S.M.O.H. Steel* Identification mark *LLOYDS 15672 F1323 HAI 22-8-46* Flywheel shaft, material *S.M.O.H. Steel* Identification mark *LLOYDS 15188 F1328 HAI 17-5-46*

Thrust shaft, material *S.M.O.H. Steel* Identification mark *LLOYDS 15188 F1323 HAI 17-5-46* Intermediate shafts, material *S.M.O.H. Steel* Identification marks *LLOYDS 15188 F3024 HAI 20-7-46*

Tube shaft, material *✓* Identification mark *✓* Screw shaft, material *S.M.O.H. Steel* Identification mark *LLOYDS 15188 F3023 HAI 24-11-46*

Identification marks on air receivers

Is the flash point of the oil to be used over 150°F *yes*

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with *yes*

Description of fire extinguishing apparatus fitted *1-10 GALL. PORTABLE FIRE EXTINGUISHER IN ENGINE ROOM (BOTTOM PLATE). BAKER ROOF WITH LONG PIPES. STEAM FIRE EXTINGUISHING PIPES IN ENGINE & BUNKER ROOMS CONTROLLED FROM BUNKER ROOF.*

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *yes* 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 *No* If so, state name of vessel *✓*

General Remarks (State quality of workmanship, opinions as to class, &c.) *The Machinery of this vessel has been constructed and installed on board under Special Survey in accordance with the Rules - Approved Plans and Secretary's letter. The Materials and Workmanship are good. Satisfactory Basin & Sea Trials were witnessed and the Machinery is eligible in our opinion for the record of +LMC 5.47 and notations TS CL. - OIL ENG MACHVFTD - ONE DB. - 180 LB.*

Original characteristics approved, see Letter of 7.11.46. for a service speed of 11.5 r.p.m.

The amount of Entry Fee ... £ *131 12 0*

Special ... £ *100*

Donkey Boiler Fee ... £ *20*

Travelling Expenses (if any) £ *10*

When applied for *5 JUN 1947*

When received *19*

Committee's Minute *✓*

Assigned *+ LMC 5.47 Oil Eng. C.L. DB 180 lb.*

J.A. Ode & J.S. Martin
Engineer Surveyors to Lloyd's Register of Shipping.

Lloyd's Register Foundation