

REPORT ON OIL ENGINE MACHINERY.

No 33415

See Rtr. No. 20771

Received at London Office

16 JUN 1942

15 JUN 1942

Port of

Sunderland.

4b.

of writing Report

When handed in at Local Office

in Survey held at

Book.

on the

at

Boilers made at

Key Horse Power

Net Horse Power as per Rule

made for which vessel is intended

ENGINES, &c.

Minimum pressure in cylinders

Indicated Pressure

No. of bearings, adjacent to the Crank, measured from inner edge to inner edge

Revolutions per minute

Material of crank shaft

Journal Shaft, diameter

Crank Shaft, diameter

Propeller

Method of reversing Engines

Thickness of cylinder liners

Conducting material

Working Water Pumps, No.

Other Pumps worked from the Main Engines, No.

Pumps connected to the Main Bilge Line

How driven

"LAMBROOK"

By whom built

By whom made

By whom made

Owners

Type of Engines

Diameter of cylinders

Length of stroke

No. of cylinders

No. of cranks

Is there a bearing between each crank

Means of ignition

Temperature

Kind of fuel used

Mid. length breadth

Mid. length thickness

Thrust Shaft, diameter at collars

Is the screw shaft fitted with a continuous liner

Is the after end of the liner made watertight in the

Is an approved Oil Gland or other appliance fitted at the after end of the tube

Length of Bearing in Stern Bush next to and supporting propeller

Material

Whether Moveable

Total Developed Surface

Is a governor or other arrangement fitted to prevent racing of the engine when detached

Are the cylinders fitted with safety valves

Are the exhaust pipes and silencers water cooled or lagged with

If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Can one be overhauled while the other is at work

Yard No. 260. When built 1942.

Engine No. 224. When made 1942.

Boiler No. When made

Port belonging to LONDON.

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Approved piston airless injection 2 or 4 stroke cycle 2

Single or double acting Single

Upper 980 mm Lower 1340 mm

3 (3 Thrust)

Between each 3 Thrust

Compression

Temperature 650 mm

Kind of fuel used -

Mid. length breadth 255 mm

Mid. length thickness 255 mm

Thrust Shaft, diameter at collars 450 mm

Is the screw shaft fitted with a continuous liner Yes.

Is the after end of the liner made watertight in the one length.

Is an approved Oil Gland or other appliance fitted at the after end of the tube

Length of Bearing in Stern Bush next to and supporting propeller 4'-11"

Material Bronze

Whether Moveable No.

Total Developed Surface 90 sq. feet

Is a governor or other arrangement fitted to prevent racing of the engine when detached Yes.

Are the cylinders fitted with safety valves Yes.

Are the exhaust pipes and silencers water cooled or lagged with Yes.

If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

Is the sea suction provided with an efficient strainer which can be cleared within the vessel (F.W. Cooling).

Can one be overhauled while the other is at work



013750 - 013759 - 0242

AIR RECEIVERS: - Have they been made under survey

State No. of Report or Certificate

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

Can the internal surfaces of the receivers be examined and cleaned

Is a drain fitted at the lowest part of each receiver

Injection Air Receivers, No.

Cubic capacity of each

Internal diameter

thickness

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure by Rules Actual

Starting Air Receivers, No.

Total cubic capacity

Internal diameter

thickness

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure by Rules Actual

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting

(If not, state date of approval)

Receivers

Separate Fuel Tanks

Donkey Boilers

General Pumping Arrangements

Pumping Arrangements in Machinery Space

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

Yes (except bearings for top & bottom ends of conn. rods).

State the principal additional spare gear supplied

1 C.I. Propeller, 1 cyl. liner & jacket complete, 1 main piston head, 24 piston rings, 4 fuel valves complete, 8 spray plugs, 2 side & centre top & bottom end bearings & nuts, 1 N.R. Starting air valve, 1 cyl. relief valve, 4 seawater pumps 1/2 discs, 1 fuel body joint X.H.D. Strait, hull crank lower hull valves & tappet, 3 rubber hoses for upper part, Cooling water Service, 6 links of roller chain for camshaft drive.

The foregoing is a correct description.

WILLIAM DOUGLASS & SONS, Limited.

Manufacturer.

Dates of Survey while building	During progress of work in shops - -	1941 Oct 14. Nov. 24, 28. Dec. 8, 29, 30. 1942 Jan. 7. Feb. 13, 17, 19, 27. March 2, 3, 4, 5, 6, 9, 10, 12, 13, 14.															
	During erection on board vessel - - -	18, 19, 20, 23, 24, 25, 27. June 4, 5, 8, 11, 12															
	Total No. of visits	35															
Dates of Examination of principal parts - Cylinders		14/2/42, 19/2/42				23/2/42				13/2/42				13/2/42			
Crank shaft	14/3/42	Flywheel shaft	as crank	Thrust shaft	as crank	Intermediate shafts	13/3/42, 24/3/42	24/3/42	Pistons	8/12/41	Rods	8/12/41	Connecting rods	6/3/42	Tube shaft	-	
Screw shaft	12/6/42	Propeller	4/6/42	Stern tube	4/6/42	Engine seatings	-	Engines holding down bolts	-	TEST BED 23/3/42							
Completion of fitting sea connections		Ingot Steel		Identification Mark N° 224 WHF		Flywheel shaft, Material as crank		Identification Mark as crank		Intermediate shafts, Material Ingot Steel		Identification Marks N° 428, 429, 430, 432, 433, 435 W.H.F.		13/3/42, 24/3/42 WHF 24/3/42			
Thrust shaft, Material	as crank	Identification Mark	as crank	Intermediate shafts, Material	Ingot Steel	Identification Marks	N° 428, 429, 430, 432, 433, 435 W.H.F.										
Tube shaft, Material	-	Identification Mark	-	Screw shaft, Material	Ingot Steel	Identification Mark	435 W.H.F.										
Identification Marks on Air Receivers		-															

N° 11359 WHF 12/6/41

Is the flash point of the oil to be used over 150° F. -

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

Description of fire extinguishing apparatus fitted -

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 -

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

General Remarks (State quality of workmanship, opinions as to class, &c. *This machinery has been built under Special Survey in accordance with the approved Plans Specification & the rules of the Society. The materials & workmanship are good. On completion it has been tried under full load conditions on the test bed with satisfactory results.*

It has been despatched, together with intermediate & screw shafting, stern tube & propeller, to Bunsat island for installation on board the vessel & upon satisfactory completion of same will be eligible in my opinion to have notation of 0% L.M.C. (oil Eng) with date, T.S. (CL).

The amount of Entry Fee	£ 6	When applied for,	15 JUN 1942
Special Specification	£ 64 40	When received,	
Donkey Boiler Fee	£ 16 16		
Welded Constr.	£ 12 12		
Travelling Expenses (if any)	£		

Committee's Minute

Assigned

See Lett J.E. 20771

W. H. Hasw.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

SUNDERLAND.

(The Surveyors are requested to be sent to the space for Committee's Minute.)

Deliberate W.H.P.

FRI. 25 SEP 1942