

REPORT ON MACHINERY.

No. 17142
WED. 5 SEP. 1917

Received at London Office

Date of writing Report 24 Aug 1917 When handed in at Local Office 28 Aug 1917 Port of Greenock

No. in Survey held at Greenock Date, First Survey 3-4-16; Last Survey 28-8-1917
Reg. Book. Capt. (Number of Visits) 66

32 on the Steel screw steamer "LAMBETH"
Master J.P. Le Douze Built at Dublin By whom built Dublin & yard Tons { Gross 1635.51
Net 835.35
When built 1917

Engines made at Greenock By whom made John S. Kincaid & Co when made 1917
Boilers made at Glasgow By whom made John S. Kincaid & Co when made 1917

Registered Horse Power _____ Owners South Metropolitan Gas Co. Port belonging to London
Nom. Horse Power as per Section 28 182 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

ENGINES, &c.—Description of Engines Triple compound No. of Cylinders Three No. of Cranks Three
 Dia. of Cylinders 18 - 30 - 50 Length of Stroke 33 Revs. per minute 90 Dia. of Screw shaft as per rule 10.46 Material of Steel
 as fitted 10.46 screw shaft
 Is the screw shaft fitted with a continuous liner the whole length of the stern tube yes Is the after end of the liner made water tight
 in the propeller boss yes If the liner is in more than one length are the joints burned - 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 - Length of stern bush 43
 Dia. of Tunnel shaft as per rule 9.03 Dia. of Crank shaft journals as per rule 9.48 Dia. of Crank pin 9.46 Size of Crank webs 17.4 x 6 Dia. of thrust shaft under
 as fitted 9.18 as fitted 9.46 collars 9.4 Dia. of screw 13.3 Pitch of Screw 12.9 No. of Blades 4 State whether moveable no Total surface 55 sq ft
 No. of Feed pumps Two Diameter of ditto 2 1/2 Stroke 18 Can one be overhauled while the other is at work yes
 No. of Bilge pumps Two Diameter of ditto 3 1/2 Stroke 18 Can one be overhauled while the other is at work yes
 No. of Donkey Engines Two Sizes of Pumps 8 x 8, 4 x 6 No. and size of Suctions connected to both Bilge and Donkey pumps
 In Engine Room Three 2 1/2 In Holds, &c. Two 2 1/2
 No. of Bilge Injections Five sizes 5 Connected to condenser, or to circulating pump yes Is a separate Donkey Suction fitted in Engine room & size Two 2 1/2
 Are all the bilge suction pipes fitted with roses yes Are the roses in Engine room always accessible yes Are the sluices on Engine room bulkheads always accessible none
 Are all connections with the sea direct on the skin of the ship yes Are they 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 Discharge Pipes 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 are carried through the bunkers none How are they protected yes
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes
 Are the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges yes
 Dates of examination of completion of fitting of Sea Connections 2.8.17 of Stern Tube 17.7.17 Screw shaft and Propeller 31.8.17
 Is the Screw Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from Upper Deck

BOILERS, &c.—(Letter for record _____) Manufacturers of Steel _____

Total Heating Surface of Boilers	Is Forced Draft fitted	No. and Description of Boilers	
Working Pressure	Tested by hydraulic pressure to	Date of test	No. of Certificate
Can each boiler be worked separately	Area of fire grate in each boiler	No. and Description of Safety Valves to each boiler	
Area of each valve	Pressure to which they are adjusted	Are they fitted with easing gear	
Smallest distance between boilers or uptakes and bunkers or woodwork	Mean dia. of boilers	Length	Material of shell plates
Thickness	Range of tensile strength	Are the shell plates welded or flanged	
long. seams	Diameter of rivet holes in long. seams	Pitch of rivets	Descrip. of riveting: cir. seams
Per centages of strength of longitudinal joint	Working pressure of shell by rules	Size of manhole in shell	
Size of compensating ring	No. and Description of Furnaces in each boiler		Material
Length of plain part	Thickness of plates	Description of longitudinal joint	
Working pressure of furnace by the rules	Combustion chamber plates: Material	Thickness: Sides	Back
Pitch of stays to ditto: Sides	Back	Top	Working pressure by rules
Material of stays	Diameter at smallest part	Area supported by each stay	Working pressure by rules
Material	Thickness	Pitch of stays	How are stays secured
Diameter at smallest part	Area supported by each stay	Working pressure by rules	Material of Front plates at bottom
Thickness	Material of Lower back plate	Thickness	Greatest pitch of stays
Diameter of tubes	Pitch of tubes	Material of tube plates	Thickness: Front
Pitch across wide water spaces	Working pressures by rules	Girders to Chamber tops: Material	Depth and thickness of girder at centre
Working pressure by rules	Superheater or Steam chest; how connected to boiler	Can the superheater be shut off and the boiler worked separately	
Diameter	Length	Thickness of shell plates	Material
holes	Pitch of rivets	Working pressure of shell by rules	Diameter of flue
If stiffened with rings	Distance between rings	Working pressure by rules	End plates: Thickness
Working pressure of end plates	Area of safety valves to superheater	Are they fitted with easing gear	

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If not, state whether, and when, one will be used
In a Report also sent on the Hull of the Ship

VERTICAL DONKEY BOILER— Manufacturers of Steel

No.	Description	When made	Where fixed
Made at	By whom made		
Working pressure	tested by hydraulic pressure to	Date of test	No. of Certificate
Valves	No. of Safety Valves	Area of each	Pressure to which they are adjusted
If fitted with easing gear	If steam from main boilers can enter the donkey boiler		Date of adjustment
Material of shell plates	Thickness	Range of tensile strength	Descrip. of riveting long. seams
Dia. of rivet holes	Whether punched or drilled	Pitch of rivets	Lap of plating
Working pressure of shell by rules	Thickness of shell crown plates	Radius of do.	No. of stays to do.
Diameter of furnace Top	Bottom	Length of furnace	Thickness of furnace plates
Working pressure of furnace by rules	Thickness of furnace crown plates	Radius of do.	Stayed by
Diameter of uptake	Thickness of uptake plates	Thickness of water tubes	Dates of survey

SPARE GEAR. State the articles supplied:— *The top end bolt. The bottom end bolt. The main bearing bolt. One set coupling bolt. One set screw pump valve one set safety pump valve one set C. safety valve spring one set back valve spring. 8 pistons and 12 connecting rods.*

The foregoing is a correct description,

Manufacturer.

John G. Kincaid & Co Ltd p. J.G.M.

Dates of Survey while building: During progress of work in shops (1916) - Apr. 3, May 15, 25, June 15, 21, July 12, 20, 21, 25, Aug. 4, 21, 23, Sep. 20, 22, 25, 27, 29, Oct. 6, 9, 13, 17, 20, 24, Nov. 6, 10, 14 (1917).
 During erection on board vessel - - - - - Jan. 29, Feb. 22, 23, 26, 28, Mar. 12, Apr. 6, 12, 24, 26, 27, 30, May 2, 4, 28, 31, June 4, 6, 7, 11, 14, 18, 21, 25, July 2, 18, 20, 23, 26, 30, Aug. 3, 7, 8, 10, 13, 14, 20, 21, 23, 28.
 Total No. of visits - - - - - 66.

Is the approved plan of main boiler forwarded herewith *no*

Dates of Examination of principal parts—Cylinders *18/6/17* Slides *29/8/17* Covers *19/6/17* Pistons *23/8/17* Rods *14/8/17*
 Connecting rods *13/8/17* Crank shaft *14/6/17* Thrust shaft *30/4/17* Tunnel shafts *18/7/17* Screw shaft *18/7/17* Propeller *24/7/17*
 Stern tube *2/7/17* Steam pipes tested *Grubbe 11/10/17* Engine and boiler seatings *10.7.17* Engines holding down bolts *5/10/17*
 Completion of pumping arrangements *17.11.17* Boilers fixed *22/10/17* Engines tried under steam *17/11/17*
 Main boiler safety valves adjusted *9/11/17* Thickness of adjusting washers *Port Boiler P 9/16 5 1/2 Start Boiler P 3/8 5 5/16*
 Material of Crank shaft *Steel* Identification Mark on Do. *218* Material of Thrust shaft *Steel* Identification Mark on Do. *1P 62*
 Material of Tunnel shafts *Steel* Identification Marks on Do. *218* Material of Screw shafts *Steel* Identification Marks on Do. *218*
 Material of Steam Pipes *Copper* Test pressure *400 lbs. per square inch.*

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

The machinery of this vessel has been constructed under special survey the material and workmanship is good. They have been shipped to Dublin where they will be fitted.

This machinery has been fitted on board the vessel, examined under working conditions and found satisfactory, and is eligible, in my opinion, for classification with the record L.M.C. 11.17.

J.G. Forster
 Dublin 5th December, 1917.

It is submitted that this vessel is eligible for THE RECORD. + LMC 11.17.

The amount of Entry Fee .. £ 2 : 0 :
 Special .. £ 27 : 6 :
 Donkey Boiler Fee .. £ : :
 Travelling Expenses (if any) £ : :

Engineer Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute **GLASGOW** 4. SEP. 1917

Assigned *Deferred for comple*

TUE 11 DEC. 1917

+ L.M.C. 11.17 © 2020



Lloyd's Register Foundation

Greenock

Certificates (if required) to be sent to the Shipowners are registered not to write on or below the space for Committee's Minute.

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If not, state whether, and when, one will be sent.

Rpt. No. in Reg. B 32 Master Engin Boilers Register MUL (Letter Boilers No. of safety Are the Smaller Material Descrip rules boiler Descrip plates Top smalles Pitch Area s Lower Pitch water girder Worki separa holes If stiff Worki Date of Sur while buildi GEN bu An to she (Pay Com Assi