

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 19 1945 When handed in at Local Office 16 JAN 1945 Port of HULL
 No. in Survey held at HULL Date, First Survey 24 11 44 Last Survey 6 1 19 45
 Reg. Book on the H.M. DAN LAYCA LINGAY J2696. (Number of Visits 41)
 Built at SELBY By whom built Cochrane & Son Ltd. Yard No. 1290. Tons { Gross 452. Net 144.
 Engines made at HULL By whom made Amos & Smith Ltd. Engine No. 747. When built 1945
 Boilers made at HULL By whom made Amos & Smith Ltd. Boiler No. 745. When made 1945
 Registered Horse Power Owners The Admiralty Port belonging to
 Nom. Horse Power as per Rule 160 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES
 Trade for which vessel is intended Government Service

ENGINES, &c.—Description of Engines TRIPLE EXPANSION. CONTRACT. Revs. per minute 150.
 Dia. of Cylinders 13 1/2" 23" 38" Length of Stroke 27" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 7.5" as fitted 7 3/8" Crank pin dia. 7 7/8" Mid. length breadth — Thickness parallel to axis 4 13/16" shrunk
 Intermediate Shafts, diameter as per Rule 7.15" as fitted 7 1/4" Crank webs Mid. length thickness — Thickness around eye-hole 3 15/16"
 Tube Shafts, diameter as per Rule — as fitted NONE Screw Shaft, diameter as per Rule 8.2" as fitted 8 1/4" Thrust shaft, diameter at collars as per Rule 7.5" as fitted 7 3/8"
 Is the { tube screw } shaft fitted with a continuous liner { No.
 Bronze Liners, thickness in way of bushes as per Rule — as fitted — Thickness between bushes as per Rule — as fitted — Is the after end of the liner made watertight in the 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 NEWARK Length of Bearing in Stern Bush next to and supporting propeller 36 1/2"
 Propeller, dia. 102" Pitch 11'-0" No. of Blades 3 Material C.I. whether Moveable Solid. Total Developed Surface 24 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 15" Can one be overhauled while the other is at work Yes.
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 15" Can one be overhauled while the other is at work Yes.
 Feed Pumps { No. and size One 4" x 6" x 12" Weir Pumps connected to the { No. and size One 6" x 5 1/2" x 15" Weir. ALSO.
 How driven Independent Stream Main Bilge Line How driven Independent Stream Down Run.
 Ballast Pumps, No. and size NONE Lubricating Oil Pumps, including Spare Pump, No. and size NONE.
 Are two independent means arranged for circulating water through the Oil Cooler NONE. Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps:—In Engine and Boiler Room Engine Room 2 @ 2" Dia One @ 3 1/2" Dia Frokelhold 2 @ 2" Dia One 2 1/2"
 In Pump Room In Holds, &c. One @ 2" Dia in each of the following
 Fore Peak, Chain Locker, Store Space, Magazine, Spirit Room, Shaft Space, After Peak.
 Main Water Circulating Pump Direct Bilge Suctions, No. and size One @ 5" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size One @ 3 1/2" included above 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 Yes. Are they fitted with Valves or Cocks Yes.
 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 A.W.L.
 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 No.
 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 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 Space watertight Yes. Is it fitted with a watertight door access worked from flat above

MAIN BOILERS, &c.—(Letter for record S.V.) Total Heating Surface of Boilers 2785 sq. ft.
 Which Boilers are fitted with Forced Draft All. Which Boilers are fitted with Superheaters NONE.
 No. and Description of Boilers One S.B. Working Pressure 200 lb. 10"
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes.
 IS A DONKEY BOILER FITTED? No. If so, is a report now forwarded? —
 Can the donkey boiler be used for domestic purposes only —
 PLANS. Are approved plans forwarded herewith for Shafting 17.7.39 Main Boilers 17.7.39 Auxiliary Boilers NONE Donkey Boilers NONE
 (If not state date of approval)
 Superheaters NONE General Pumping Arrangements 17.10.39 Oil fuel Burning Piping Arrangements
 SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes.
 State the principal additional spare gear supplied See attached list.

The foregoing is a correct description.

For AMOS & SMITH LTD.

A.C. Kenney
 DIRECTOR

Manufacturer.

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Lloyd's Register
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LINGAY.

1944 Jan 24 Feb 4 Mar 11 Apr 24 May 16 June 20 Aug 10, 29.
Sept 4, 5, 6, 13, Oct 5.

During progress of work in shops - -

1944 Aug 4 SEP 1, 5, 6, 12 OCT 9 NOV 14, 16, 28, 29 DEC 4, 7, 8, 11, 12, 13, 14, 17, 19, 22, 28, 29, 30

During erection on board vessel - -

1945 Jan 2, 3, 4, 5, 6.

Total No. of visits 41.

Dates of Examination of principal parts—Cylinders 29/8/44 6/9/44 Slides 13/9/44 Covers 29/8/44 6/9/44

Pistons 13-9-44 Piston Rods 13-9-44 Connecting rods 13-9-44

Crank shaft 16-5-44 Thrust shaft 1.3-44 Intermediate shafts F 21.1-44 A 4.2-44

Tube shaft — Screw shaft 24.4-44 Propeller 14/11/44

Stern tube 4/8/44 Engine and boiler seatings 14.11-44 Engines holding down bolts 7.12-44

Completion of fitting sea connections 4/8/44

Completion of pumping arrangements 19.12-44 Boilers fixed 29.11-44 Engines tried under steam 19/12/44 2/1/45

Main boiler safety valves adjusted 19.12-44 Thickness of adjusting washers P 1/32 S 5/16

Crank shaft material F.I. Steel Identification Mark 3141 H.M.O. 20/8/44 Thrust shaft material F.I. Steel Identification Mark 545. F.W. 14/11/44

Intermediate shafts, material D° Identification Marks For 2414 TWB. 26/11/43 Tube shaft, material — Identification Mark 747

Screw shaft, material D° Identification Mark 3880 TT 17.3-44 Steam Pipes, material STEEL Test pressure 600# Date of Test 17.12-44

Is an installation fitted for burning oil fuel YES Is the flash point of the oil to be used over 150° F. YES

Have the requirements of the Rules for the use of oil as fuel been complied with YES

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 NOT DESIRED.

Is this machinery duplicate of a previous case YES If so, state name of vessel MERJAY with Mr Dykes.

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

The Machinery of this Vessel has been constructed in accordance with the Rules the Specification and the Admiralty plans. Of tested materials supplied by firms approved by the Society.

The Workmanship and Materials are good

The Machinery & auxiliaries have been fitted aboard, and when tried under full power in the HUMBER were found satisfactory in every respect.

This Vessel is eligible, in our opinion, when classed to have the records of

* LMC 1, 45. and O.G. and the Notation T. 3 Cy. 13 1/2", 23", 38" — 27".

160. NHP. 200 lb 15. B. 3 Cy. H.S. 2785 F.O. Fitted for Oil Fuel

Certificate to be sent to

The amount of Entry Fee ... £ 39 : 0 : When applied for, 16 JAN 1945

+ LMC Special ... £ 36 : 0 : When received, 19

SPECIFICATION Donkey Boiler Fee ... £ : : 19

Travelling Expenses (if any) £ : : 19

W. Shields & J. Wilson
Engineer Surveyors to Lloyd's Register of Shipping.

ADMIRALTY
A/c rendered from
London 5 FEB 1945

Committee's Minute ... FRI. 2 FEB 1945

Assigned ... + LMC 1, 45 F.D. 06.
FITTED FOR OIL FUEL 1, 45 FLASH POINT ABOVE 150° F.



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