

## REPORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES AND BOILERS

(Received at London Office

2 JUN 1948

Date of writing Report 7.4.48 19... When handed in at Local Office 7.4.48 19... Port of LIVERPOOL.  
 No. in Survey held at Liverpool. Date. First Survey 8/3/48 Last Survey 8/4/1948  
 Reg. Book. 30377 on the Machinery of the ~~Wood, Iron or Steel~~ M.V. "OAKMORE". (No. of Visits 11)

Tonnage { Gross 4769 Vessel built at Emden. By whom Nordsee-werke Emden G.m.b.H. When 1939  
 Net 2735 Engines made at Kiel. By whom Fr. Krupp Germaniawerft A.G. When 1939  
 Nominal Horse Power }  
 No. of Main Boilers 11 Owners Johnston Warren Lines Ltd., Owners' Address  
 No. of Donkey Boilers 1 Managers Furness, Withy & Co. Ltd. (If not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 1 Port Liverpool. Voyage  
 in Donkey Boilers 1 Surveyed Afloat or in Dry Dock Hamburg (State name of Dock.)

Last Report No. Port

## Particulars of Examination and Repairs (if any) Damage, CS &amp; Part Class.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined. Yes, not required

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

" " Donkey " " "

If not, state for what reasons

What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler

Present condition of funnel Efficient

Did the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? No

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

State the wear down in the stern bush

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes.

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. On account of Damage stated to have been caused by a scavenge pump bottom end bolt breaking on Feb 23<sup>rd</sup> 1948 ( whilst on voyage Alexandria to UK ) on the Crossley Diesel generator engine:

The Scavenge pump opened out and found the scavenge pump guide casting broken. A new vee piece of casting welded in.

The piston found broken, now renewed.

Connecting rod bent - renewed. Gudgeon, bottom end braces and bolts renewed. A spare scavenge pump casting placed on board as spare.

Crankpin scored and honed up. Crankshaft clock gauged.

The Engine afterwards seen running under working conditions, and considered efficient.

(CONTINUED)

## General Observations, Opinion, and Recommendation:

The Machinery of this vessel is eligible

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9.11, B&MS 9.11 or LMC 9.11 or LMC 140 lb., FD, &c.)

is my opinion to remain as classed, with fresh record of LMC CS with date on completion. Classification contemplated.

Survey Fee (per Section 29) Pat. class. &amp; LMC £36:0:0

Fees applied for

27 MAY 1948

Special Damage or Repair Fee (if any) (per Section 29.) £7:7:0

Received by me,

Travelling expenses (if chargeable) £ : :

19

LICENCE CASE.

Committee's Minute

Assigned

As now.

Curried & Co. E. J. Butler  
 Engineer Surveyor to Lloyd's Register of Shipping.



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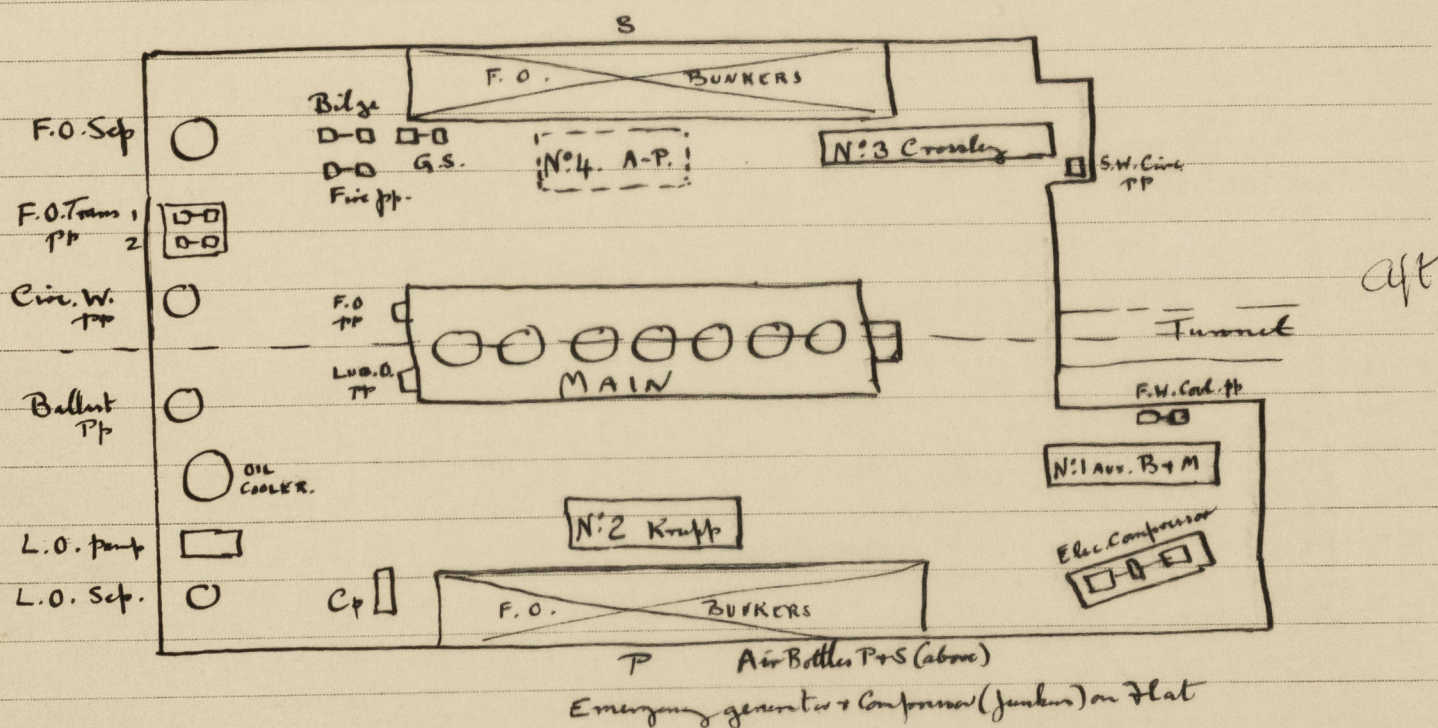
OAKMORE

CS (see endorsement on Leith Report N: 21950)  
and Classification (see London correspondence)

Examined Main engine Cylinders, piston, liner, cross & valves N: 6 (from forward),  
N: 3 + 5 (from forward) crossheads & top ends,  
N: 2, 3, 5 ( - ) crankpins & bottom ends,  
N: 2, 5, 6 ( - ) journals & main bearings.  
Intermediate shifting [Roller bearings:-  
caps removed, & bearings examined as far as possible]

The machining examined as far as possible, and  
sizes obtained and verified as far as possible (see  
first entry report attached).

The Plans from Hamburg have not arrived.



DIAGRAMMATIC VIEW OF AUXILIARIES IN ENGINE ROOM.

The N: 4 (KRUPP) Auxiliary engine (starboard forward) has been removed,  
and will be replaced by a Polar. Atlas Engine at first  
opportunity, thus bringing the number of Aux. engines up to four.  
Noted The following pumps (with capacities) as per Chief Engineer's list:-  
Ballast pump & Cooling. 190 cu. metres/hour @ 20 m. head. 1400 RPM. Electric drive.  
Cooling water pump for M. Eng. same size.  
Bilge pump. 90 m<sup>3</sup>/hr @ 15 metre head. 1400 RPM.  
G.S. pump 50/80 m<sup>3</sup>/hr @ 80/15 m. head. 1450/2100 RPM.  
Fire pump ditto  
Sanitary & F.W. Pump 10 m<sup>3</sup>/hr @ 25 ft. 2850 RPM  
2 F.O. Transfer (general) Each 35 m<sup>3</sup>/hr @ 30 m. hd. 1200 RPM  
C.W. pump for Refrig. 4.8 m<sup>3</sup>/hr @ 30 m. hd. 1450.  
1 stand by lub oil pump (as F.O. Transfer).

CONTINUED



"OAKMORE"

- 1 S.W. Circulating pump for Crossley Aux Engine
- 1 FW Circul- pump for Bellis & Morcom Engine
- 2 De Laval Separators (new).
- 1 - 2 Eng. SA Elec. driven Refrig. Machine.

Licence checked.

C. W. Reed

Electrical Equipment.

Installation examined &amp; tested &amp; found in efficient condition.

Insulation test carried out. Minor repairs effected.

No plans of this equipment were available on board & the plans which the Hamburg Surveyors are endeavouring to obtain have not arrived. A number of details were obtained but insufficient to complete a final entry report. Arrangement has been made to complete this report on the vessel's return from the present voyage.

