

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 28 SEP 1948

Date of writing Report 25/9. 1948 When handed in at Local Office 25/9. 1948 Port of Bergen.

No. in Survey held at Bergen. Date, First Survey 8th December 1947 Last Survey 24th July 1948.
(Number of Visits 25.)

Reg. Book. on the Single screw steel steamer "LYNGÅS"

Tons { Gross 532.
Net 181.

Built at Beverley By whom built Cook, Welton & Gemmell Ltd. Yard No. 729. When built 1944.

Engines made at Hull By whom made C. D. Holmes & Co. Ltd. Engine No. ✓ When made 1944.

Boilers made at ✓ By whom made ✓ Boiler No. ✓ When made 1944.

Registered Horse Power Owners A/S SANDSKAARS REDERI. Port belonging to FARSUND.

Nom. Horse Power as per Rule 159 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted YES.

Trade for which Vessel is intended UNRESTRICTED.

ENGINES, &c.—Description of Engines Triple expansion. 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 7.5075" Crank pin dia. 7 7/8" Crank webs Mid. length breadth. Thickness parallel to axis shrunk. Thickness around eye-hole.

Intermediate Shafts, diameter as per Rule 7.15" as fitted 7 1/4" Thrust shaft, diameter at collars as per Rule 7 7/8" & 7 1/2" as fitted.

Tube Shafts, diameter as per Rule ✓ as fitted ✓ Screw Shaft, diameter as per Rule 8.20" as fitted 8 8 1/2" Is the 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 20-11-48 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? AS BEFORE.

Propeller, dia. 8' 9". Pitch 9' 4". No. of Blades 3 Material C. 9. whether Moveable No. Total Developed Surface 30. sq. feet

Feed Pumps worked from the Main Engines, No. 2. Diameter 2 1/4" 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 1 AS BEFORE. Pumps connected to the Main Bilge Line { No. and size 2-2 1/2" x 15" How driven STEAM. How driven MAIN ENGINE. 1-6" x 5 1/2" x 15" Steam.

Ballast Pumps, No. and size 1 AS BEFORE. Lubricating Oil Pumps, including Spare Pump, No. and size ✓

Are two independent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room E. ROOM AFT 1-2" PORT, 1-2" ST. BD. STROKEHOLD 1-2" EACH SIDE TUNNEL 1-2 1/2"

In Pump Room 1-1 1/2" FROM F.P. 1-1 1/2" FROM EACH F.W. TANK AFT TO FEED PUMP In Holds, &c. 2-2 1/2" FOREHOLD, 1-2" AFTHOLD.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 - 5". Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-3 1/2" aft end. 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? Both.

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? Below.

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 pass through the bunkers? ✓ How are they protected? ✓

What pipes pass through the deep tanks? ✓ 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 Tunnel watertight? Yes. Is it fitted with a watertight door? No. worked from? ✓

MAIN BOILERS, &c.—(Letter for record ✓) Total Heating Surface of Boilers 2650 SQ. FT.

Is Forced Draft fitted YES. No. and Description of Boilers 1 - SINGLE-ENDED. Working Pressure 200 LB/IN².

IS A REPORT ON MAIN BOILERS NOW FORWARDED? No.

IS A DONKEY BOILER FITTED? No. 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 ✓ Main Boilers ✓ Auxiliary Boilers ✓ Donkey Boilers ✓

(If not state date of approval) 24/2-48

Superheaters ✓ General Pumping Arrangements 12/1-48. Oil fuel Burning Piping Arrangements 6/12-47.

SPARE GEAR.

Has the spare gear required by the Rules been supplied YES, WITH THE EXCEPTION OF 6 TUBE STOPPERS & SPARE PROPELLER.

State the principal additional spare gear supplied ✓

The foregoing is a correct description,

Manufacturer.



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007448-007455-0231

During progress of work in shops - -
 Dates of Survey while building being converted
 During erection on board vessel - -
 Total No. of visits 25.

Dates of Examination of principal parts—Cylinders ✓ Slides ✓ Covers ✓
 Pistons ✓ Piston Rods ✓ Connecting rods ✓
 Crank shaft ✓ Thrust shaft ✓ Intermediate shafts ✓
 Tube shaft ✓ Screw shaft 16/2-48 Propeller ✓
 Stern tube ✓ Engine and boiler seatings ✓ Engines holding down bolts ✓
 Completion of fitting sea connections ✓
 Completion of pumping arrangements 24/7-48 Boilers fixed ✓ Engines tried under steam 19/7-48.
 Main boiler safety valves adjusted 12/7-48. Thickness of adjusting washers ✓
 Crank shaft material ✓ Identification Mark ✓ Thrust shaft material ✓ Identification Mark ✓
 Intermediate shafts, material ✓ Identification Marks T 213-E. 512 B.C. 3956 ✓ Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material STEEL. Identification Mark 13-7-39. Steam Pipes, material Steel. Test pressure 400 LB/IN² Date of Test 8/7-48.
 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, EXCEPT AS BELOW.
 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.
 Is this machinery duplicate of a previous case ✓ If so, state name of vessel MACHINERY AS BEFORE.

General Remarks (State quality of workmanship, opinions as to class, &c. This vessel has been converted for cargo carrying purposes and the pumping arrangement has been modified in accordance with approved plan and in conformity with the Rules except as below. The boiler has been fitted for burning oil fuel in accordance with approved plans and in conformity with the Rules except as below. The oil fuel burning units supplied by Messrs. Grönlund Oslo. Heaters found marked NO. 111, B, LLOYD'S TEST, CASING 500 LB. COIL 500 LB. 26.5.48. S.W. The nozzles at cover and dished end fitted muff connections and these should be replaced with flange connections and heaters retested. The discharge filters are not in accordance with the Rules and should be replaced. Oil fuel pressure piping are of galvanised iron with muff connections, except at Boiler front where of heavy gauge copper. The installation tested after jointing to 400 LB/IN² and found satisfactory at that pressure. Collecting manifolds for oil fuel piping arrangement A, B & C. on plan should be replaced in accordance with the Rules and tank suction valve port oil fuel tank aft to fit direct on tank with control to deck. Tank now cut off. Suction pipe from fresh watertank forward secured to chainlockers and collision bulkhead with bolts through clearing holes. The owners have been informed that the above must be altered in accordance with the Rules at earliest opportunity. Steam heating coils have been fitted in accordance with the Rules and Secretary's letter dated E. 23/7-48. and have been tested to twice their working pressure. With exception of the above divergencies the materials and workmanship are good. On completion the machinery was found satisfactory when seen under full working conditions. The boiler safety valves adjusted under steam. Part of survey carried out by Mr. S. Wang between 8/12-47 and 16/2-48.

For recommendations please see attached Rpt. 9.

conversion
 The amount of Entry Fee ... £ 400.- : When applied for,
 Special ... £ 500.- : 7/8 1948
 Donkey Boiler Fee ... £ : : KR. 1009.-
 Travelling Expenses (if any) £ 44.- : When received,
 LATE ATTENDANCE FEE KR. 65.- : 16/9 1948

ABOVE FEES ETC. ARE INCLUDED IN RPT. 9.

Committee's Minute

FRI. 19 NOV 1948

Assigned

All minute on
 3/11/48

S. A. Ride. B. S. Wilton
 Engineer Surveyor to Lloyd's Register of Shipping.



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