

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

23 MAY 1947

Date of writing Report

16.5.47

When handed in at Local Office

17.5.47

Port of

TRIESTE

No. in Survey held at

Trieste

Date, First Survey

1st Report

19

Reg. Book.

(Number of Visits)

77594 on the

S.S. "LEE SANG"

Tons { Gross 1655
Net 972

Built at

Lubeck

By whom built

Henry Koch

Yard No. -

When built

1907

Engines made at

Altona

By whom made

J. J. Ahrens

Engine No. -

when made

1907

Boilers made at

-

By whom made

-

Boiler No. -

when made

1907

Registered Horse Power

Owners

E. M. Trattles

Port belonging to

Hong Kong

Nom. Horse Power as per Rule

204

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which Vessel is intended

General Cargo and Passengers.

ENGINES, &c.—Description of Engines, 3 CYL. TRIPLE EXP.

Revs. per minute 70

Dia. of Cylinders

21 7/16, 33 3/4, 53 1/4

Length of Stroke

33 1/2"

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule 10 3/16"

Crank pin dia.

10 3/16"

Crank webs

Mid. length breadth 15"

Thickness parallel to axis 6 1/8"

Intermediate Shafts, diameter

as per Rule 9-7 1/2"

as fitted

Thrust shaft, diameter at collars

as per Rule 10-15"

as fitted

Tube Shafts, diameter

as per Rule -

as fitted

Screw Shaft, diameter

as per Rule 10-86"

Is the { tube } 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

Length of Bearing in Stern Bush next to and supporting propeller

4'-6"

Propeller, dia.

13'

Pitch

15'

No. of Blades

4

Material

C.I.

whether Moveable SEPARATE

Feed Pumps worked from the Main Engines, No.

2

Diameter

2"

Stroke

13"

Can one be overhauled while the other is at work

YES

Bilge Pumps worked from the Main Engines, No.

2

Diameter

2"

Stroke

13"

Can one be overhauled while the other is at work

YES

Feed Pumps

No. and size

DUPLIX AUXILIARY

Pumps connected to the

Main Bilge Line

No. and size

2 AS ABOVE

1 @ 150 T/HR

How driven

STEAM

INJECTOR

How driven

MAIN ENG.

INDEPENDENT

Ballast Pumps, No. and size

1 @ 150 T/HR.

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

4 @ 2 1/2"

In Holds, &c.

2 @ 2 1/2" IN ALL HOLDS

Main Water Circulating Pump Direct Bilge Suctions, No. and size

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

1 @ 4 1/4"

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

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 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 Tunnel watertight

YES

Is it fitted with a watertight door

YES

worked from DECK LEVEL

MAIN BOILERS, &c.—(Letter for record)

Total Heating Surface of Boilers

Is Forced Draft fitted

NO

No. and Description of Boilers

2 CYL.

Working Pressure

180 LB/0"

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

YES

IS A DONKEY BOILER FITTED?

NO

If so, is a report now forwarded?

-

PLANS. Are approved plans forwarded herewith for Shafting

-

Main Boilers

YES

Auxiliary Boilers

-

Donkey Boilers

-

(If not state date of approval)

Superheaters

-

General Pumping Arrangements

YES

Oil fuel Burning Piping Arrangements

YES

SPARE GEAR. State the articles supplied:—

Rule requirements plus one screw shaft

and one length of crankshaft.

The foregoing is a correct description.

Manufacturer.



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Lloyd's Register
Foundation

008743-008750-0226

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

Dates of Examination of principal parts—Cylinders
 Slides
 Covers
 Pistons
 Piston Rods
 Connecting rods
 Crank shaft
 Thrust shaft
 Intermediate shafts
 Tube shaft
 Screw shaft
 Propeller
 Stern tube
 Engine and boiler seatings
 Engines holding down bolts
 Completion of fitting sea connections
 Boilers fixed
 Engines tried under steam
 Completion of pumping arrangements
 Thickness of adjusting washers
 Main boiler safety valves adjusted
 Crank shaft material
 Identification Mark
 Thrust shaft material
 Identification Mark
 Intermediate shafts, material
 Identification Marks
 Tube shaft, material
 Identification Mark
 Screw shaft, material
 Identification Mark
 Steam Pipes, material
 Test pressure
 Date of Test
 Is an installation fitted for burning oil fuel *yes - now* Is the flash point of the oil to be used over 150°F. *yes*
 Have the requirements of the Rules for carrying and burning oil fuel been complied with *yes*
 Is this machinery duplicate of a previous case *No* If so, state name of vessel -

General Remarks (State quality of workmanship, opinions as to class, &c.)
 The machinery of this vessel has been examined throughout as detailed in Rnt 9 and the original workmanship found good. It is noted that the shaft diameter is acceptable when calculated on the original dimensions of the cylinders but is below Rule size on the present bored-out dimensions. As, however, the cut-off in the H.P. cylinder has been reduced to 50% it is submitted the shafting is acceptable.
 The boilers have now been adapted for burning oil fuel in accordance with the approved plan.
 In my opinion the machinery of this vessel is eligible to be classed L.M.C. 5,47 O.G. 2,47
 2 S.B. - 180 LB. FITTED FOR OIL FUEL 5,47 F.P. ABOVE 150

Certificate to be sent to
 The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £	:	:	When applied for,
Special <i>see letter</i>	:	:	19
Donkey Boiler Fee ... £	:	:	When received,
Travelling Expenses (if any) £	:	:	19

John McAfee
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **FRI. 13 JUN 1947**

Assigned | LMC 5,47
 S(O.G) 2,47
 FITTED FOR OIL FUEL 5,47 FLASH POINT ABOVE 150°F.