

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report

19

When presented in at Local Office

16/12/1940

Received at London Office

Port of NEWCASTLE-ON-TYNE

No. in Survey held at

Newcastle

Date, First Survey

23 Jan 1940

Last Survey

6 Dec 1940

Reg. Book.

on the S/S LAPSEKI

(Number of Visits)

65

Gross 691  
Net 265

Built at Newcastle

By whom built

Swan, Hunter &amp; Wigham Richardson

Yard No. 1670

When built

1940-12

Engines made at do

By whom made do

Engine No. 1670

When made "

Boilers made at do

By whom made do

Boiler No. 1670

When made "

Registered Horse Power

Owners

Port belonging to

Nom. Horse Power as per Rule 132.

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted Yes

Trade for which Vessel is intended

Ferry Service

ENGINES, &amp;c.—Description of Engines 3 cyl Triple Expn. Recip.

Revs. per minute 225.

Dia. of Cylinders

12 + 19 + 31

Length of Stroke

21"

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule 6.09

as fitted 6 7/8"

Crank pin dia.

7 7/8"

Crank webs

Mid. length breadth

shrunk

Thickness parallel to axis 4 5/16"

Intermediate Shafts, diameter

as per Rule 5.8"

as fitted 7 7/8"

Thrust shaft, diameter at collars

as per Rule 6.09

as fitted 7.125"

Tube Shafts, diameter

as per Rule

Screw Shaft, diameter

as per Rule 6.425"

as fitted 6 3/4"

Is the tube screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes

as per Rule 16/32"

as fitted 17/32"

Thickness between bushes

as per Rule 13/32"

as fitted 15/32"

Is the after end of the liner made watertight in the

propeller boss

Yes

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner. One piece.

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. Tight fit.

If two liners are fitted, is the shaft lapped or protected between the liners

No

If so, state type

Is an approved Oil Gland or other appliance fitted at the after end of the tube

Propeller, dia.

7'6"

Pitch

5'6"

No. of Blades

4

Material

M. Brz.

whether Moveable

No

Total Developed Surface

20 sq. feet

Feed Pumps worked from the Main Engines, No.

None

Diameter

Stroke

Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No.

None

Diameter

Stroke

Can one be overhauled while the other is at work

Feed

No. and size

Two 8 1/2" x 6" x 13" Simplex

Pumps connected to the

Main Bilge Line

No. and size

Two: Ballast 6" x 7" x 9" dup. + GSP 6" x 6" x 6" duplex

Pumps

How driven

Steam

How driven

both steam driven 75 ton/hr 47 ton/hr

Ballast Pumps, No. and size

one 6" x 7" x 9" duplex

Lubricating Oil Pumps, including Spare Pump, No. and size

none

Are two independent means arranged for circulating water through the Oil Cooler

Bilge Pumps;—In Engine and Boiler Room

Two of 3" dia + two of 2" dia, also one 3" at fore end of Boiler Room.

In Pump Room

In Holds, &amp;c. Three of one Centre 3" + 15" wing 2 1/2" each

also one 3" Ejector Suction worked by Ballast Pump Discharge

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

one 6"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

one 3" dia

Are all the Bilge Suction Pipes in hold 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

both

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

Yes

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

None (mach. aft.)

Is it fitted with a watertight door

worked from

MAIN BOILERS, &amp;c.—(Letter for record 5)

Total Heating Surface of Boilers

2554 sq ft

Is Forced Draft fitted

Yes

No. and Description of Boilers

2 Single Ended

Working Pressure

180 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? None

If so, is a report now forwarded?

Is the donkey boiler intended to be used for domestic purposes only

No

PLANS.

Are approved plans forwarded herewith for Shafting

22/12/39

Main Boilers

15/12/39

Auxiliary Boilers

Donkey Boilers

Superheaters

Yes

General Pumping Arrangements

22/2/40 + 15/3/40

Oil fuel Burning Piping Arrangements

Yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied

Yes

State the principal additional spare gear supplied

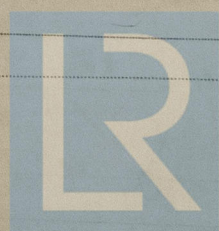
20 Condenser tubes + 40 ferrules + packings for Cond. tubes.

The foregoing is a correct description,  
SWAN, HUNTER, & WIGHAM RICHARDSON, LTD.

G. I. Speedy

Manufacturer.

DIRECTOR.



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Lloyd's Register  
Foundation

6 09912-009919-0010



1940  
During progress of work in shops - - Jan 23. Mar. 27. Apr. 3. 4. 5. 10. 18. 19. 24. 30. May 1. 2. 7. 8. 9. 16. 22. 31. June 3. 4. 11. 13. 14. 17. 20. 24. 25. 27. July 3. 5. 16. 17. 23. 24. Aug. 1. 2. 8. 20. 21. 26. Sep. 5. 13. 18. 24. 25. 27. Oct. 4. 15. 16. 18. 23. 28. 30. Nov. 4. 6. 13. 14. 15. 23. 25. 29. Dec. 2. 3. 6.  
During erection on board vessel - -  
Total No. of visits 65.

Dates of Examination of principal parts—Cylinders 3/6/40 Slides 4/11/40 Covers 3/6/40  
Pistons 4/11/40 Piston Rods 4/11/40 Connecting rods 4/11/40  
Crank shaft 28/10/40 Thrust shaft 12/9/40 1/5/40 Intermediate shafts 24/9/40 5/9/40  
Tube shaft — Screw shaft 21/8/40 Propeller 18/9/40  
Stern tube 13/9/40 Engine and boiler seatings 6/11/40 Engines holding down bolts 18/11/40  
Completion of fitting sea connections 13/9/40  
Completion of pumping arrangements 29/11/40 Boilers fixed 6/11/40 Engines tried under steam 29/11/40 6/12/40  
Main boiler safety valves adjusted 29/11/40 Thickness of adjusting washers Forw'd Blr — Forw'd Valve 7/8" Aft Valve 3/8" Aft Blr — " 7/16" " 5/8"  
Crank shaft material 7 Steel Identification Mark 8618 AW 28-10-40 Thrust shaft material 7 Steel Identification Mark 1321 HDB  
Intermediate shafts, material 7 Steel Identification Marks 1400 FH 1011 B Tube shaft, material — Identification Mark —  
Screw shaft, material 7 Steel Identification Mark 1328 HDB 996 A Steam Pipes, material S.D. Steel Test pressure 540 lbs. Date of Test 23/11/40  
Is an installation fitted for burning oil fuel No Is the flash point of the oil to be used over 150°F. ✓  
Have the requirements of the Rules for the use of oil as fuel been complied with ✓  
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 Yes If so, state name of vessel 75 ECEBAT. Yard No 1662  
New. Rpt 98746.  
General Remarks (State quality of workmanship, opinions as to class, &c.)

The Machinery of this Vessel has been built under Special Survey in accordance with the Society's Rules and approved plans, satisfactorily installed on board and tried under steam under working conditions.

The materials and workmanship are good

The machinery of this Vessel is eligible, in my opinion, to be classed with this Society and to have record + LMC. 12. 40, and the notations 2. SB. 180 lbs. FD. TS. CL.

The amount of Entry Fee ... £ 3 : - :  
Special ... £ 33 : - :  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :  
When applied for, 124 DEC 1940  
When received, 2-1-

A. Watt

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 3 JAN 1941

Assigned + Lmb. 12. 40  
J.D., C.L.



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