

REPORT ON OIL ENGINE MACHINERY.

No 11555

193 JUL 1943

Received at London Office

Date of writing Report **13.7.** When handed in at Local Office **21st July 43** Port of **MANCHESTER.**

No. in Survey held at **MANCHESTER.** Date, First Survey **8.10.42.** Last Survey **20.4.** 19 **43**
Reg. Book. Number of Visits **Six**

Single on the Turbine Screw vessel **"EMPIRE LUNDY"** Tons Gross **167.**
Triple
Quadruple

Built at **KNOTTINGLEY** By whom built **J. Harker Ltd.** Yard No. **166/7/8/9** When built **131669**
Engines made at **Openshaw** By whom made **Crossley Brothers Ltd.** Engine No. **131669** When made **1943**
Donkey Boilers made at **-** By whom made **-** Boiler No. **-** When made **-**
Brake Horse Power **330** Owners **-** Port belonging to **-**
Nom. Horse Power as per Rule **116** Is Refrigerating Machinery fitted for cargo purposes **-** Is Electric Light fitted **-**
Trade for which vessel is intended **-**

OIL ENGINES, &c.—Type of Engines **Direct Injection Heavy Oil** 2 or 4 stroke cycle **2** Single or double acting **Single**

Maximum pressure in cylinders **850 lbs/sq.in.** Diameter of cylinders **10 1/2"** Length of stroke **13 1/2"** No. of cylinders **6** No. of cranks **6**
Mean Indicated Pressure **76 lbs/sq.in.**

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge **14 11/16** Is there a bearing between each crank **Yes**
Revolutions per minute **300** Flywheel dia. **37 1/2"** Weight **2166** Means of ignition **Compression** and of fuel used **Diesel Oil**

Crank Shaft, **Solid forged** dia. of journals **as per Rule approved** Crank pin dia. **7 1/4"** Crank Webs Mid. length breadth **9 1/4"** Thickness parallel to axis **-**
~~XXXXXX~~ ~~XXXXXX~~ as fitted **7 1/2"** Mid. length thickness **3 23/32"** Thickness around eye hole **-**

Flywheel Shaft, diameter **as per Rule** Flywheel mounted on **intermediate shafts**, diameter **as per Rule** Thrust Shaft, diameter at collars **as per Rule approved**
crankshaft coupling as fitted **4 3/4"**

Tube Shaft, diameter **as per Rule** Screw Shaft, diameter **as per Rule** Is the tube screw shaft fitted with a continuous liner **-**
as fitted

Bronze Liners, thickness in way of bushes **as per Rule** Thickness between bushes **as per Rule** Is the after end of the liner made watertight in the
as fitted

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 **-** If so, state type **-** Length of Bearing in Stern Bush next to and supporting propeller **-**

Propeller, dia. **-** Pitch **-** No. of blades **-** Material **-** whether Moveable **-** Total Developed Surface **-** sq. feet

Method of reversing Engines **Direct** Is a governor or other arrangement fitted to prevent racing of the engine ~~XXXXXX~~ **Yes** Means of lubrication **Forced**
Thickness of cylinder liners **7/8"** Are the cylinders fitted with safety valves **Yes** Are the exhaust pipes and silencers water cooled or lagged with
Exh. Manifold Water Cooled non-conducting material **-** If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine **-**

Cooling Water Pumps, No. **One on M.E. 4 1/4" dia. 3" Stroke** Is the sea suction provided with an efficient strainer which can be cleared within the vessel **-**
Bilge Pumps worked from the Main Engines, No. **One** Diameter **4 1/4"** Stroke **3"** Bilge and Cooling Water Pumps Interchangeable **Yes**
Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line { No. and Size **-**
How driven **-**

Is the cooling water led to the bilges **-** If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping
arrangements **-**

Ballast Pumps, No. and size **-** Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size **Two in Series on M.E. 1 3/8" & 1 3/4" x 2" Stroke**
Are two independent means arranged for circulating water through the Oil Cooler **-** Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
Pumps, No. and size:—In Machinery Spaces **-** In Pump Room **-**

In Holds, &c. **-**

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size **-** Are the Bilge Suctions in the Machinery Spaces
Are all the Bilge Suction pipes in Holds and Tunnel-Well fitted with strum-boxes **-** Are they filled with Valves or Cocks **-**
led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges **-**
Are all Sea Connections fitted direct on the skin of the ship **-** Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates **-** Are the Overboard Discharges above or below the deep water line **-**
Are they each fitted with a Discharge Valve always accessible on the plating of the vessel **-** Are the Blow Off Cocks fitted with a spigot and brass covering plate **-**
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 **-**
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 **-** Is the Shaft Tunnel watertight **-** Is it fitted with a watertight door **-** worked from **-**

If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork **-**

Main Air Compressors, No. **One** No. of stages **2** Diameters **5 3/4" & 2 1/2"** Stroke **4"** Driven by **Main Engine**
Auxiliary Air Compressors, No. **-** No. of stages **-** Diameters **-** Stroke **-** Driven by **-**
Small Auxiliary Air Compressors, No. **-** No. of stages **-** Diameters **-** Stroke **-** Driven by **-**

What provision is made for first Charging the Air Receivers **-**

Scavenging Air Pumps, No. **One Double Acting Tandem** Diameter **20 1/2"** Stroke **9 1/4"** Driven by **Main Eng.**

Auxiliary Engines crank shafts, diameter **as per Rule** No. **-** Position **-**
as fitted **-**

Have the Auxiliary Engines been constructed under special survey **-** Is a report sent herewith **-**

AIR RECEIVERS: — Have they been made under survey **Yes** State No. of Report or Certificate **C.1457, C.1460**
Is each receiver, which can be isolated, fitted with a safety valve as per Rule **Safety valve on line and fusible plug in each receiver**
Can the internal surfaces of the receivers be examined and cleaned **Yes** Is a drain fitted at the lowest part of each receiver **Yes**
Injection Air Receivers, No. — Cubic capacity of each — Internal diameter — thickness —
Seamless, lap welded or riveted longitudinal joint — Material — Range of tensile strength — Working pressure by Rules Actual
Starting Air Receivers, No. Two Total cubic capacity **30 cu.ft.** Internal diameter **2'-0 1/8"** thickness **3/8" & 15/32"**
Seamless, lap welded or riveted longitudinal joint **Riveted** Material **S.M.Steel** Range of tensile strength **26/30** Working pressure by Rules Actual **350 lbs/sq. 350 lbs/sq.**

IS A DONKEY BOILER FITTED?

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 **16.4.43.** Receivers **2.7.41 5.12.40** Separate Fuel Tanks

Donkey Boilers — General Pumping Arrangements — Pumping Arrangements in Machinery Space —

Oil Fuel Burning Arrangements —

SPARE GEAR.

Has the spare gear required by the Rules been supplied **As per Rule Requirements.**

State the principal additional spare gear supplied

The foregoing is a correct description.

CROSSLEY BROS

Signature

Manufacturer.

Dates of Survey while building { During progress of work in shops — 8.10.42, 4.1.43, 11.2.43, 11.3.43, 17.3.43, 20.4.43.
During erection on board vessel — }
Total No. of visits **Six**

Dates of Examination of principal parts—Cylinders **17.3.43.** Covers **17.3.43.** Pistons **17.3.43.** Rods **8.10.42** Connecting rods **11.2.43.**

Crank shaft **11.3.43.** Flywheel shaft — Thrust shaft — Intermediate shafts — Tube shaft —

Screw shaft — Propeller — Stern tube — Engine seatings — Engines holding down bolts —

Completion of fitting sea connections — Completion of pumping arrangements — Engines tried under working conditions —

Crank shaft, Material **O.H.Steel** Identification Mark **LLOYDS 1743** Flywheel shaft, Material — Identification Mark —

Thrust shaft, Material **O.H.Steel** Identification Mark **ELK.DAT.11.3.43** Intermediate shafts, Material — Identification Marks —

Tube shaft, Material — Identification Mark — Screw shaft, Material — Identification Mark —

Identification Marks on Air Receivers **E.2838 LLOYD'S TEST 700 lbs W.P. 350 lbs. JNB 12.5.43.**

E.2841 LLOYD'S TEST 700 lbs W.P. 350 lbs. JNB 12.5.43.

Is the flash point of the oil to be used over 150° F. **Yes**


Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with —

Description of fire extinguishing apparatus fitted —

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo — 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 **J. Harker Ltd., 166**

General Remarks (State quality of workmanship, opinions as to class, &c. **THIS ENGINE HAS BEEN CONSTRUCTED UNDER SPECIAL SURVEY OF TESTED MATERIALS AND IN ACCORDANCE WITH THE SECRETARY'S LETTERS, APPROVED PLANS AND RULE REQUIREMENTS. THE MATERIALS AND WORKMANSHIP ARE GOOD AND THE ENGINE WHEN TESTED IN THE SHOP UNDER FULL LOAD CONDITIONS GAVE SATISFACTORY RESULTS. THIS ENGINE IS SUITABLE; IN MY OPINION, FOR ITS INTENDED SERVICE AND WHEN SATISFACTORILY INSTALLED AND REPORTED ON WILL BE ELIGIBLE TO RECEIVE THE NOTATION OF  LMC (WITH DATE).**

The amount of Entry Fee .. £ **3** : **0** : **0** When applied for,
Special £ **24** : **0** : **0** **21. 7. 1943**
Donkey Boiler Fee £ : : When received,
Travelling Expenses (if any) £ **1** : **0** : **0** 19

Committee's Minute

Assigned

see minute
on Rpt

A. G. Smith.
Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation