

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 1st December 42. When handed in at Local Office 3rd December 42. Port of MANCHESTER. Received at London Office 16 APR 1947
No. in Survey held at BOLTON. Date, First Survey 9th December 41. Last Survey 1st December 1942.
Reg. Book (Number of Visits 23.)
on the M.O.S. 151. LAGOSIAN
Built at Sunderland By whom built Shipbuilding Corporation (Wear Beh) Yard No. // Tons { Gross 5106.5
Engines made at BOLTON. By whom made Hick Hargreaves Co. Engine No. E. 156. When built 1947
Boilers made at - By whom made - Boiler No. - When made -
Registered Horse Power - Owners - Port belonging to -
Nom. Horse Power as per Rule 383. Is Refrigerating Machinery fitted for cargo purposes - Is Electric Light fitted -
Trade for which vessel is intended -

ENGINES, &c.—Description of Engines Vertical Triple Expansion.
Dia. of Cylinders 23.5" x 37.5" x 68" Length of Stroke 48" No. of Cylinders 3. Revs. per minute 75.
Crank shaft, dia. of journals as per Rule Approved. 13.75" Crank pin dia. 13.75" Mid. length breadth 20.5" Thickness parallel to axis 8.75"
as fitted 13.75" Crank webs Mid. length thickness 8.75" shrunk Thickness around eye-hole 6.25"
Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
as fitted Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule
as fitted Is the { tube } shaft fitted with a continuous liner { screw }
Bronze Liners, thickness in way of bushes as per Rule 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
at 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
Feed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
Bilge Pumps worked from the Main Engines, No. 2. Diameter 4" Stroke 24" Can one be overhauled while the other is at work Yes.
Feed { No. and size Pumps connected to the { No. and size
Pumps { How driven Main Bilge Line { How driven
Ballast Pumps, No. and size 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
In Pump Room In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,
No. and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes
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.
Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks
Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold 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
That Pipes pass through the bunkers How are they protected
That 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

IN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers
Which Boilers are fitted with Forced Draft Which Boilers are fitted with Superheaters
No. and Description of Boilers Working Pressure

A REPORT ON MAIN BOILERS NOW FORWARDED?

A DONKEY BOILER FITTED?

If so, is a report now forwarded?

Is the donkey boiler be used for domestic purposes only.

PLANS. Are approved plans forwarded herewith for Shafting 27.5.40. Main Boilers - Auxiliary Boilers - Donkey Boilers -
(If not state date of approval)

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

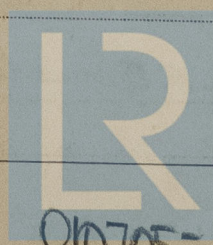
SPARE GEAR.

Is the spare gear required by the Rules been supplied Yes.

Is the principal additional spare gear supplied

The foregoing is a correct description.

Sgd. by Hick Hargreaves & Co. Ltd. Manufacturer.



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010705-010711-0087

Dates of Survey while building

During progress of work in shops - -

1941. Dec. 9. 1942. Jan. 6, 20, 30. Mar. 17, 31. April 15, 16, 27. May 4, 19, 26. June 2, 16
July 9, 16, 24. Aug. 17. Sept. 15, 29. Oct. 27. Nov. 10. Dec. 1.

During erection on board vessel - - -

Total No. of visits 23.

15, 27. 4. 42 &
26. 5. 42.

Dates of Examination of principal parts - Cylinders 15, 27. 4. 42. Slides 26. 5. 42. Covers 15, 27. 4. 42 & 26. 5. 42.

Pistons 29. 9. 42. Piston Rods 22 & 29. 9. 42. Connecting rods 15. 9. 42.

Crank shaft 4. 5. 42. 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 - LLOYD'S 27. 4. 42. JWL. Thrust shaft material - Identification Mark -

Crank shaft material O.H. Ingot Steel. Identification Mark - Tube shaft, material - Identification Mark -

Intermediate shafts, material - Identification Marks - Test pressure - Date of Test -

Screw shaft, material - Identification Mark - Steam Pipes, material -

Is an installation fitted for burning oil fuel - 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 - If so, have the requirements of the Rules been complied with -

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo - If so, state name of vessel. Manchester Report No. 11,019.

Is this machinery duplicate of a previous case. Yes. - If so, state name of vessel.

General Remarks (State quality of workmanship, opinions as to class, &c. THIS ENGINE HAS BEEN CONSTRUCTED UNDER SPECIAL

SURVEY OF TESTED MATERIALS AND IS IN ACCORDANCE WITH THE SECRETARY'S LETTERS, APPROVED PLANS

AND RULE REQUIREMENTS. MATERIALS AND WORKMANSHIP ARE OF A GOOD QUALITY AND THE ENGINE, ON

COMPLETION OF ERECTION, HAS BEEN EXAMINED IN SHOP AND FOUND SATISFACTORY.

IN MY OPINION, THIS ENGINE IS SUITABLE FOR THE PURPOSE INTENDED AND, WHEN INSTALLED ON BOG. se

AND SATISFACTORILY REPORTED UPON BY THE SOCIETY'S SURVEYORS, WILL BE ELIGIBLE FOR THE NOTATION

LLOYD'S MACHINERY CERTIFICATE (WITH DATE).

THE ENGINE HAS BEEN DESPATCHED TO:-

MESSRS. RICHARDSON WESTGARTH,

MIDDLESBROUGH.

Certificate to be sent to

The amount of Entry Fee ... £ : : } When applied for,
2/3 Special ... £ 5 : 0 : 0 } 19.
Donkey Boiler Fee ... £ 53 : 12 0 } When received,
Travelling Expenses (if any) £ 4 : 18 6 } 19.

FRI. 26 SEP 1947

Committee's Minute

Assigned Su F.E. mch. rpt.

SGD. J.W. LEICESTER.

Engineer Surveyor to Lloyd's Register of Shipping



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