

243/

NEWCASTLE-ON-TYNE, No 102431

Rpt. 4.

No. 34223

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report

19

When handed in at Local Office

11 SEP 1944

Port of

Received at London Office

12 SEP 1944

30 OCT 1944

No. in Survey held at

Sunderland

Date, First Survey

July 24

Last Survey

Aug 30 1944

Reg. Book

(Number of Visits

15)

on the

EMPIRE SUSAN

Tons

Gross

Net

Built at

By whom built

Clelands (Successors) Ltd

Yard No.

71

When built

Engines made at

By whom made

Ailea S B Co Ltd

Engine No.

193

When made

Boilers made at

By whom made

Central Marine Eng Works

Boiler No

R 370

When made

Registered Horse Power

Owners

Port belonging to

Nom. Horse Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Trade for which vessel is intended

ENGINES, &c.—Description of Engines

See Glasgow Report No 67575

Revs. per minute

Dia. of Cylinders

Length of Stroke

No. of Cylinders

No. of Cranks

Crank shaft, dia. of journals

as per Rule

Crank pin dia.

Crank webs

Mid. length breadth

Thickness parallel to axis

Intermediate Shafts, diameter

as per Rule

as fitted

Thrust shaft, diameter at collars

as per Rule

as fitted

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

Is the

shaft fitted with a continuous liner

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

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.

Diameter

Stroke

Can one be overhauled while the other is at work

Feed

No. and size

How driven

Pumps connected to the

Main Bilge Line

No. and size

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.

Forward Compartment

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

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

MAIN 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

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

Can the donkey boiler 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)

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

The foregoing is a correct description.

JOHN DICKINSON & SONS LTD.

Manufacturer.

RESIDENT MANAGER



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Lloyd's Register

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Dates of Survey while building
During progress of work in shops - - 1944. July 1, Aug. 2, June 30, July 10, 17, 24, 26, 31, Aug. 1, 4, 8, 14, 17, 22, 30
During erection on board vessel - - -
Total No. of visits 15

Dates of Examination of principal parts—Cylinders — Slides — Covers —
Pistons — Piston Rods — Connecting rods —
Crank shaft — Thrust shaft 30/6/44 Intermediate shafts 30/6/44
Tube shaft — Screw shaft 24/4/44 Propeller 17/7/44(NWC) 24/4/44
Stern tube 12/7/44 1/3/44 Engine and boiler seatings 8/8/44 Engines holding down bolts 22/8/44
Completion of fitting sea connections 17/7/44(NWC) —
Completion of pumping arrangements — Boilers fixed 22/8/44 Engines tried under steam —
Main boiler safety valves adjusted — Thickness of adjusting washers —
Crank shaft material — Identification Mark — Thrust shaft material forged Identification Mark Lloyd's 57
Intermediate shafts, material forged Identification Marks Lloyd's 55 T9 30/6/44 Tube shaft, material — Identification Mark —
Screw shaft, material forged Identification Mark Lloyd's 58 T9 24/4/44 Steam Pipes, material Steel Test pressure 630 lbs 10 Date of Test 10/7/44
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 —
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 EMPIRE JULIA
General Remarks (State quality of workmanship, opinions as to class, &c.)

This machinery mentioned in Glasgow Report N° 67575 + Boiler mentioned in West Hartlepool Report 18539 has been efficiently secured on board in accordance with approved plans. Pipe work has been partly fitted & will be completed on the Tyne also Main Boiler safety valves to be adjusted. Vessel has now proceeded to the River Tyne in tow for completion of work & for the engines to be tried under working conditions. Newcastle Surveyors notified. The machinery is in our opinion eligible for the NOTATION LMC with date when completed. Fitted to burn Oil Fuel (FP above 150°F) when section 20 of the rules are complied with.

The above items have now been completed See New Rpt. J.W. Walker.

The amount of Entry Fee ... £ 3 : : : When applied for, 1 SEP 1944
Special Specification ... £ 9 : 11 : :
Donkey Boiler Fee ... £ 2 : 7 : : When received,
Travelling Expenses (if any) £ : : : 19

Committee's Minute FRI. 3 NOV 1944

Assigned see minute
J.W. Walker



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