

RECIPROCATING ENGINE MACHINERY.

Received at London Office

Office 7-E-1946 Port of WEST HARTLEPOOL

Date, First Survey 26th July Last Survey 27th July 1946
(Number of Visits 2)

EMPIRE ROCK

Tons { Gross 7061
Net 4890

TRAFFIC SONS, LTD.

Yard No.

When built 1943

Whom made HE MARINE ENG. CO. (1938) LTD

Engine No.

When made 1943

Whom made

Boiler No.

When made

Owners S. G. EMERICOS

Port belonging to SUNDERLAND

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted YES

AM GOING

Engines INVERTED TRIPLE EXPANSION

Length of Stroke 48" No. of Cylinders 3 Revs. per minute 76
 No. of Cranks 3
 Crank Journals as per Rule 13.99" as fitted 14 1/2" Crank pin dia. 14 1/2" Crank webs
 Mid. length breadth 21" Thickness parallel to axis 9"
 Mid. length thickness 9" shrunk Thickness around eye-hole 6 1/4"
 Thrust shaft, diameter at collars as per Rule 13.99" as fitted 14 1/4"
 Tube Shafts, diameter as per Rule 13.32" as fitted 13 3/4"
 Screw Shaft, diameter as per Rule 13.32" as fitted 13 3/4"

Bronze Liners, thickness in way of bushes as per Rule 13.32" as fitted 13 3/4"
 Thickness between bushes as per Rule 13.32" as fitted 13 3/4"
 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 Yes
 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 Yes
 If two liners are fitted, is the shaft lapped or protected between the liners Yes

Propeller, dia. 17-10 1/2" Pitch 15'3" No. of Blades 4 Material Cast Iron whether Moveable No Total Developed Surface 100 sq. feet
 Length of Bearing in Stern Bush next to and supporting propeller 10"
 Is an approved Oil Gland or other appliance fitted at the after end of the tube Yes

Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 27" Can one be overhauled while the other is at work Yes
 Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 27" Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size 3 @ 7x9 1/2 x 21" SIMPLEX Pumps connected to the Main Bilge Line { No. and size 2 @ 4x27" 1 @ 10 1/2 x 13 x 24" 1 @ 7x9 1/2 x 21"
 How driven Independent steam How driven Chain Engine Independent steam

Ballast Pumps, No. and size 1 @ 10 1/2 x 13 x 24" Lubricating Oil Pumps, including Spare Pump, No. and size 1 @ 10 1/2 x 13 x 24"
 Are two independent means arranged for circulating water through the Oil Cooler Yes
 Bilge Pumps:—In Engine and Boiler Room 4 @ 3" 1 @ 5" Suctions, connected to both Main Bilge Pumps and Auxiliary Pump Room Yes

In Holds, &c. N°1. 2 @ 3" N°2. 2 @ 3" N°3. 2 @ 3"
 Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 3" 1 @ 9" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 3"

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 On recesses 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 Below
 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 Bilge pipes to Forward Stalls How are they protected Wood ceiling
 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 Yes Is it fitted with a watertight door No worked from None

MAIN BOILERS, &c.—(Letter for record None) Total Heating Surface of Boilers 7353 sq. ft.
 Which Boilers are fitted with Forced Draft None Which Boilers are fitted with Superheaters None
 No. and Description of Boilers 3 Single ended tubular Working Pressure 220 lbs. sq. in.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? No
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? None

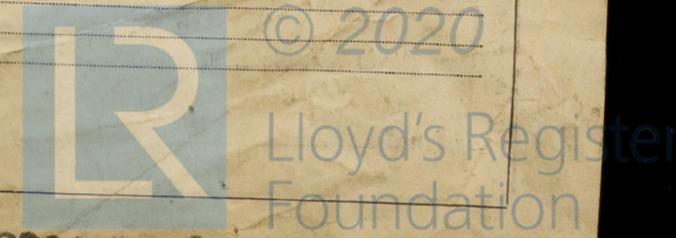
Can the donkey boiler be used for domestic purposes only None
 PLANS. Are approved plans forwarded herewith for Shafting (If not state date of approval) None Main Boilers None Auxiliary Boilers None Donkey Boilers None

Superheaters None General Pumping Arrangements None Oil fuel Burning Piping Arrangements None
 SPARE GEAR.

Has the spare gear None by the Rules been supplied Yes
 State the principal additional spare gear supplied None

The foregoing is a correct description.

Manufacturer.



During progress of work in shops - - -

Dates of Survey while making

During erection on board vessel - - -

Total No. of visits

Dates of Examination of principal parts—Cylinders _____ Slides _____

Pistons _____ Piston Ruds _____ Con. _____

Crank shaft _____ Thrust shaft _____ Interns _____

Turb shaft _____ Screw shaft _____ Propeller _____

Stern tube _____ Engines and boiler settings _____ Engines holding down bolts _____

Completion of fitting sea connections _____

Completion of pumping arrangements _____ Boilers fixed _____ Engines tried under steam _____

Main boiler safety valves adjusted _____ Thickness of adjusting washers _____

Crank shaft material _____ Identification Mark _____ Thrust shaft material _____ Identification Mark _____

Intermediate shafts, material _____ Identification Marks _____ Turb shaft, material _____ Identification Mark _____

Screw shaft, material _____ Identification Mark _____ Steam Pipes, material _____ Test pressure _____ Date of Test _____

In an installation fitted for burning oil fuel _____ No _____ In 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 _____ No _____ If so, state name of vessel SS. EMPIRE TOURIST

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel appears to be in good condition and eligible in my opinion to have the notation Classification contemplated.

The amount of Entry Fee	£	1	When applied for
Special	£	10	
Boiler Fee	£	1	When received
Try Fee	£	10	

Arthur Lee Gledhill
 Engineer Surveyor to Lloyd's Register of Shipping

Committee's Remarks _____

Assigns class notation on hull T.C. 1st