

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

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Date of writing Report **7-8-42** When handed in at Local Office **14:9** Port of **Glasgow**
 No. in Survey held at **Clydebank** Date, First Survey **31:1:41** Last Survey **25-8-1942**
 Reg. Book. on the **EMPIRE COWDRAY** (Number of Visits **109**)
 Built at **Sunderland** By whom built **Shipbuilding Corporation Ltd** Yard No. **4** Tons { Gross **7072**
 Engines made at **Clydebank** By whom made **John Brown & Co.** Engine No. **A.65** When built **1942**
 Boilers made at **Clydebank** By whom made **John Brown & Co.** Boiler No. **1** When made **1942**
 Registered Horse Power **439** Owners **Clydebank** Port belonging to **Clydebank**
 Nom. Horse Power as per Rule **439** Is Refrigerating Machinery fitted for cargo purposes **No** Is Electric Light fitted **No**
 Trade for which Vessel is intended **General Cargo**

ENGINES, &c.—Description of Engines **Triple expansion** Revs. per minute
 Dia. of Cylinders **23 1/2 - 37 1/2 - 68** Length of Stroke **48** No. of Cylinders **3** No. of Cranks **3**
 Crank shaft, dia. of journals **13 1/2** as per Rule **13 1/2** Crank pin dia. **13 1/4** Mid. length breadth **26 3/4** Thickness parallel to axis **8 3/4**
 Intermediate Shafts, diameter **13 1/4** as per Rule **13 1/4** Thrust shaft, diameter at collars **13 1/4** as per Rule **13 1/4**
 Tube Shafts, diameter **13 1/4** as per Rule **13 1/4** Screw Shaft, diameter **13 1/4** as per Rule **13 1/4**
 Is the { tube } shaft fitted with a continuous liner {
 Bronze Liners, thickness in way of bushes **13 1/4** as per Rule **13 1/4** Thickness between bushes **13 1/4** as per Rule **13 1/4**
 Is the after end of the liner made watertight in the propeller boss **No**
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner **No**
 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 **No**
 If two liners are fitted, is the shaft lapped or protected between the liners **No**
 Is an approved Oil Gland or other appliance fitted at the after end of the tube **No**
 Length of Bearing in Stern Bush next to and supporting propeller **24**
 Propeller, dia. **48** Pitch **24** No. of Blades **4** Material **Cast Iron** whether Moveable **No** Total Developed Surface **1000** sq. feet
 Feed Pumps worked from the Main Engines, No. **2** Diameter **4** Stroke **24** Can one be overhauled while the other is at work **No**
 Bilge Pumps worked from the Main Engines, No. **2** Diameter **4** Stroke **24** Can one be overhauled while the other is at work **No**
 Feed Pumps { No. and size **2** Pumps connected to the { No. and size **2**
 How driven **By Main Engines** Main Bilge Line How driven **By Main Engines**
 Ballast Pumps, No. and size **2** Lubricating Oil Pumps, including Spare Pump, No. and size **2**
 Are two independent means arranged for circulating water through the Oil Cooler **No** Suctions connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room **No**
 In Pump Room **No** In Holds, &c. **No**

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 **No**
 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 **No**
 Are all Sea Connections fitted direct on the skin of the ship **No** Are they fitted with Valves or Cocks **No**
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates **No** Are the Overboard Discharges above or below the deep water line **No**
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel **No** Are the Blow Off Cocks fitted with a spigot and brass covering plate **No**
 What Pipes pass through the bunkers **No** How are they protected **No**
 What pipes pass through the deep tanks **No** Have they been tested as per Rule **No**
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times **No**
 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 **No**
 Is the Shaft Tunnel watertight **No** Is it fitted with a watertight door **No** worked from **No**

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
(If not state date of approval)

Main Boilers

Auxiliary Boilers

Donkey Boilers

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

The foregoing is a correct description.

John Brown & Company, Limited.

Manufacturer.

Clydebank Society.



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