

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

13 APR 1942 - 3 JUN 1942

Date of writing Report 19 When handed in at Local Office 8/4 / 1942 Port of NEWCASTLE-ON-TYNE.  
 No. in Survey held at Wallsend, NEWCASTLE-ON-TYNE, Date, First Survey 20 Aug. 1941 Last Survey 16 March 1942.  
 Reg. Book. 16463 on the S/s "Empire Prince"  
 Built at Dundee By whom built Caledon S.B. & Eng. Co. Ltd. Yard No. 394 Tons { Gross 4030  
 Engines made at Wallsend. By whom made N.E. Marine Eng. Co. (1938) Engine No. 3017 Net 4927  
 Boilers made at Dundee By whom made Caledon S.B. & Eng. Co. Ltd. Boiler No. 593 When built 1942  
 Registered Horse Power Owners The Ministry of War Transport Port belonging to Dundee  
 Nom. Horse Power as per Rule 510 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted yes  
 Trade for which Vessel is intended Ocean-going.

Engines, &c.—Description of Engines Triple Expansion Revs. per minute 76  
 Dia. of Cylinders 24½ - 39 - 70 Length of Stroke 48 No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 13.98 as fitted 14¼ Crank pin dia. 14¾ Crank webs Mid. length breadth 22½ shrunk Thickness parallel to axis 9  
 Intermediate Shafts, diameter as per Rule 13.32 as fitted 13.5½ Thrust shaft, diameter at collars as per Rule 13.98 as fitted 14¼  
 Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 14.84 as fitted 16¼ Is the { tube } shaft fitted with a continuous liner { yes  
 Bronze Liners, thickness in way of bushes as per Rule .753 as fitted .81 Thickness between bushes as per Rule .565 as fitted .65 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  
 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 140 If so, state type Length of Bearing in Stern Bush next to and supporting propeller 5'1" sq. feet  
 Propeller, dia. 17'10½ Pitch 15'6' No. of Blades 4 Material C.I. whether Moveable 140 Total Developed Surface 114¾  
 Feed Pumps worked from the Main Engines, No. 1 Diameter 4" Stroke 27" Can one be overhauled while the other is at work  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 27" Can one be overhauled while the other is at work  
 Feed Pumps { No. and size Pumps connected to the { No. and size  
 { 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  
 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

MAIN BOILERS, &c.—(Letter for record ) Total Heating Surface of Boilers  
 Is Forced Draft fitted 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?  
 Is the donkey boiler intended to be used for domestic purposes only  
 PLANS. Are approved plans forwarded herewith for Shafting B Class vessels Main Boilers Auxiliary Boilers Donkey Boilers  
 (If not state date of approval)  
 Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.  
 Has the spare gear required by the Rules been supplied yes for main engines.  
 State the principal additional spare gear supplied.

The foregoing is a correct description.  
 THE NORTH EASTERN MARINE ENGINEERING CO. (1938) LTD.

John Nall

DIRECTOR

Manufacturer.



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Lloyd's Register  
Foundation

003013-003017-0205



1941 Aug. 20. Oct 9. 20. Nov. 14. 21. 25. 28. Dec. 23. 1942 Mar. 2. 9. 16.  
During progress of work in shops - -  
Dates of Survey while building During erection on board vessel - - -  
Total No. of visits 11.

Dates of Examination of principal parts—Cylinders 25-11-41 Slides 23-12-41 Covers 25-11-41  
Pistons 23-12-41 Piston Rods 23-12-41 Connecting rods 23-12-41  
Crank shaft 3-11-41 Thrust shaft 14-11-41 Intermediate shafts 23-12-41  
Tube shaft ✓ Screw shaft 16-3-42 Propeller 28-11-41  
Stern tube 9-3-42 Engine and boiler seatings 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 Steel Identification Mark R.M. 3.11.41 Thrust shaft material Steel Identification Mark R.M. 14.11.41  
Intermediate shafts, material Steel Identification Marks 1480/1.2.3.475 HAI Tube shaft, material ✓ Identification Mark ✓  
Screw shaft, material Steel Identification Mark 1478 HAI Steam Pipes, material Test pressure Date of Test  
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  
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 Evespire Story. Nwc 100255.

General Remarks (State quality of workmanship, opinions as to class, &c. This engine has been made under Special Survey in accordance with the approved Plan, the Requirements of the Rules & the Specification The Materials & Workmanship are good

The Engine has been forwarded to Dundee to be fitted on board Caledon S.B. & C. Co's SS No 394

NEWCASTLE-ON-TYNE

Certificate to be sent to

The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee ... £ 6 : 0 : 0 When applied for,  
2/5 of Special +25% ... £ 50 : 5 : 0 110 APR 1942  
Donkey Boiler Fee ... £ : : When received,  
Travelling Expenses (if any) £ : : 19

Committee's Minute GLASGOW 2 JUN 1942

Assigned SEE ACCOMPANYING MACHINERY REPORT.

Robert Field  
Engineer Surveyor to Lloyd's Register of Shipping.