

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 22/12/41 When handed in at Local Office 22/12/41 to 41 Port of *W. Hartlepool*
 No. in Survey held at *Hartlepool* Date, First Survey 30th April, Last Survey 19th December 1941
 Reg. Book. on the *R.F.A. "EAGLESDALE"* (Number of Visits 85)
 Built at *Hartlepool* By whom built *Turner Shipbuilding Co. Ltd.* Yard No. 339 Tons { Gross
 Engines made at *Hartlepool* By whom made *Richardson, Westport Co.* Engine No. 2711 Net
 Boilers made at " By whom made " " " Boiler No. 2711 When built 1941
 Registered Horse Power Owners *Ministry of War Transport (H.M. MAJESTY)* Port belonging to *Huddersburgh.*
 Nom. Horse Power as per Rule 674 REPRESENTED BY THE COMMISSIONER FOR EXECUTING THE OFFICE OF LORD HIGH ADMIRAL OF THE U.K.)
 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted *Yes*
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines *Triple Expansion Vertical Surface Condensing* Revs. per minute 85.5
 Dia. of Cylinders *27" x 44" x 76"* Length of Stroke 51" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 15.24" as fitted 15.24" Crank pin dia. 16" Crank webs Mid. length breadth shrunk Thickness parallel to axis 9.5" 10.8"
 Intermediate Shafts, diameter as per Rule 14.49" as fitted 14.49" Thrust shaft, diameter at collars as per Rule 15.24" as fitted 15.24"
 Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 16.01" as fitted 16.4" Is the { tube } shaft fitted with a continuous liner { *Yes*
 Bronze Liners, thickness in way of bushes as per Rule 7.9" as fitted 7.9" Thickness between bushes as per Rule 13.16" as fitted 13.16" 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 No If so, state type Length of Bearing in Stern Bush next to and supporting propeller 5'-5"
 Propeller, dia. 18'-3" Pitch *Varying* No. of Blades 4 Material *Brass* whether Moveable No Total Developed Surface 131.75 sq. feet
 Feed Pumps worked from the Main Engines, No. Diameter 5" Stroke 27" Can one be overhauled while the other is at work
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 5" Stroke 27" Can one be overhauled while the other is at work *Yes*
 Feed Pumps { No. and size 2-12"x9"x24"; 1-9"x6"x10" Pumps connected to the { No. and size 2-5"x24"; 5" connection Ballast Pump
 How driven *Steam* Main Bilge Line How driven *Main Engine* ; *Steam*
 Ballast Pumps, No. and size 1-10"x12"x12" 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 3 1/2" off well, 3 1/2" E.R. fu. 3 1/2" E.R.S. 2 1/2" Copper down 3 1/2" B.R. fu. 3 1/2" B.R.S.
 In Pump Room FORE PEAK 1-4", CHAIN LOCKER FLAT 1-2 1/2", DEEP IN Holds, etc. TANK FLAT 1-2", 1-2 1/2", FORD PUMP ROOM 1-2 1/2", FORD COFF. 1-2 1/2" P & 1-2 1/2" S.
 MAIN PUMP ROOM (FORD) 1-3" P & 1-3" S. MAIN PUMP ROOM (AFT) 1-3" P & 1-3" S. AFT. COFF. 1-3" EJECTOR.
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-10" fu. Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 1-5" S Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes *mudbox, valve & tail pipe*
 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 *Yes* 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 *none* How are they protected
 What pipes pass through the deep tanks 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
 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 *none* Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 10020 sq. ft.
 Which Boilers are fitted with Forced Draft *all* Which Boilers are fitted with Superheaters *all*
 No. and Description of Boilers 3 S.E. Multitubular Working Pressure 220 lb/sq. in.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? *Yes*
 IS A DONKEY BOILER FITTED? *No* 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 2/1/40 Main Boilers 16/10/39 Auxiliary Boilers Donkey Boilers
 (If not state date of approval) 20/10/39
 Superheaters General Pumping Arrangements 27/12/41 Oil fuel Burning Piping Arrangements 28/10/41

SPARE GEAR.

Has the spare gear required by the Rules been supplied *yes.*
 State the principal additional spare gear supplied

The foregoing is a correct description.

Manufacturer.



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Lloyd's Register
Foundation

003075-003082-0136

1941. April 30. May 2. 13. June 13. 18. 23. 24. 26. July 1. 4. 9. 11. 14. 21. 25. August 7. 8. 11. 26. 28. Sept 3. 9. 15. 16. 17. 20. 23. 25. 26. 29. 30. Oct. 2. 3. 6. 7. 8. 9. 10. 14. 15. 17. 20. 21. 23. 24. 25. 27. 28. 29. 30. 31. Nov. 3. 4. 5. 6. 10. 11. 12. 13. 17. 18. 20. 21. 24. 25. 27. Dec. 1. 2. 3. 4. 5. 6. 8. 9. 10. 11. 12. 15. 16. 18. 19.

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits 85 (4)

Dates of Examination of principal parts—Cylinders 13.6.41 Slides 15.9.41 Covers 15.9.41

Pistons 15.9.41 Piston Rods 3.9.41 Connecting rods 3.9.41

Crank shaft 26.6.41 Thrust shaft 2.9.41 Intermediate shafts 7.11.41

Tube shaft ✓ Screw shaft 7.11.41 Propeller

Stern tube 6.11.41 Engine and boiler seatings 25/11/41. Engines holding down bolts 11/12/41.

Completion of fitting sea connections 18/11/41

Completion of pumping arrangements Boilers fixed 11/12/41. Engines tried under steam 27/12/41

Main boiler safety valves adjusted 27/12/41 Thickness of adjusting washers F.B.H. F. 1 5/32 A. 7/16 P.P.H. S. 3/8 P. 1 1/32 S.P.H. P. 3/8 S. 1/32

Crank shaft material Steel Identification Mark 9821 HAI Thrust shaft material Steel Identification Mark 9821 HAI

Intermediate shafts, material Steel Identification Marks 9821 DB Tube shaft, material Identification Mark

Screw shaft, material Steel Identification Mark 9821 HAI Steam Pipes, material Steel Test pressure 660 LBS Date of Test 19.12.41

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 Yes

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo Oil Tanker 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 R.W. 2410 "EMPIRE CELT"

General Remarks (State quality of workmanship, opinions as to class, &c.)

The engines & boilers of this vessel have been constructed under Special Survey & in accordance with the approved plans.

The workmanship & materials have been found good.

The machinery has been forwarded to Haverton Hill to be fitted on board by Messrs. Furness Shipbuilding Co. in their Yard CP 339

In my opinion, this vessel will be eligible to have record of + L.M.C. — with date — on completion.

The machinery has now been fitted on board in accordance with the approved plans & Rule Requirements, tried out under working conditions & found satisfactory & in our opinion is eligible for record of + L.M.C. — 12.41 & notation of TB (CL) 12.41. Forced draught & superheated.

The Ship's Side inlet & discharge Valves re. improved as required in accordance with Admiralty letter M5/2385/40 M.S. 3199/40

The amount of Entry Fee ... £ 6 : 0 : When applied for,

Special ⁴/₅ LMC ... £ 86 : 19 : 23rd Dec. 1941

Donkey Boiler Fee ... £ 21 : 15 : 20th Jan. 1942

Travelling Expenses (if any) £ : : When received, 19.....

Committee's Minute TUE. 27 JAN 1942

Assigned + LMC 12.41 FD. CL.

Sitted for oil fuel in

Clive Bell & Norman Stuart

Engineer Surveyor to Lloyd's Register of Shipping.