

14th March, 1957.

Dear Sirs,

Classification of ex-Admiralty L.S.T'S.

s.s. "EMPIRE CURLEW"
EMPIRE FULMAR
EMPIRE GANNET
EMPIRE GREBE
EMPIRE GUILLEMOT
EMPIRE GULL
EMPIRE KITTEWAKE
EMPIRE PETREL
EMPIRE PUFFIN
EMPIRE SHEARWATER
EMPIRE SKUA
EMPIRE TERN

The request contained in your letter of the 28th December regarding the proposed reclassification of these ships has now been considered and I have to say that, provided all the vessels, with the exception of the "EMPIRE PETREL", undergo a Special Survey, Type 'C', with such drilling as may be considered necessary by the Surveyors, the hatchways are found to be or are made in accordance with Rule requirements, and provided no alterations affecting the classification have been made since the ships were disclassed; then on receipt of satisfactory reports on completion of the survey they would be submitted to the Committee with the recommendation that they be reclassified (classed in the case of the "EMPIRE SHEARWATER" which was built under British Corporation survey) 100A "For Service in the Mediterranean and East Coast of Africa" in association with a freeboard corresponding to a summer moulded draught of 12'-2 $\frac{1}{2}$ "; and a notation of "For the carriage of non-perishable cargoes" would also be recommended unless it was proposed permanently to close the bow doors. The equipment of these ships would require to correspond, or be made equivalent to letter "v" of Table 53 of the Rules.

While the same survey requirements and class

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notation would apply to the "EMPIRE PETREL", there appears to be some doubt as to whether the freeboards assigned by the Ministry of Transport would be the same since the ship is quite different from the others. Perhaps you would be so good as to verify your information on this point when the matter would be further considered. The equipment of this ship will also require to be made equivalent to Rule requirements.

If the Society is to issue load line certificates in these cases then each ship will require to be measured for the assignment of freeboards and all particulars reported to this Office in the usual manner.

The records in this Office indicate that the particulars of engines fitted in all the ships, with the exception of the "EMPIRE PETREL", are as stated below, and the following sizes of shafting meet the requirements of the Rules, viz:-

Sizes of Shafting

Crank	10 $\frac{1}{2}$ " diam.	Thrust	10 $\frac{1}{2}$ " diam.
Intermediate	10 $\frac{3}{8}$ " diam.	Screw	10 $\frac{3}{4}$ " diam.

Particulars of Engines

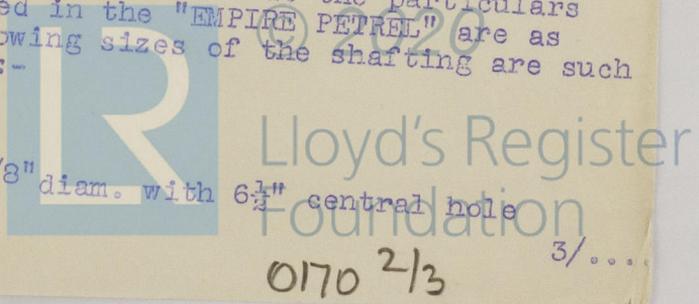
Type of Engine	Triple Expansion	R.P.M. of Propeller	180
Cylinder Diameters	18 $\frac{1}{2}$ "-31"-38 $\frac{1}{2}$ "-38 $\frac{1}{2}$ "	Propeller Diam.	10'-0"
Stroke	30"	Screwshaft	without continuous liner but with approved oil gland.
W.P.	225 lb/sq.in.		

The details of the shafting as shown on the plans meet the requirements of the Rules and the scantlings of the boilers are such as could be accepted for a working pressure of 225 lb/sq.in.

The records here also indicate that the particulars of turbine machinery fitted in the "EMPIRE PETREL" are as stated below and the following sizes of the shafting are such as could be accepted, viz:-

Sizes of Shafting

Main gear wheel shaft 10 $\frac{7}{8}$ " diam. with 6 $\frac{1}{2}$ " central hole



Thrust $10\frac{7}{8}$ " diam.
Screw 11.4" diam.

Intermediate $10\frac{1}{2}$ " diam.

Particulars of Turbines

S.H.P. of HP turbine = 1500 at 3591 R.P.M.
S.H.P. of LP turbine = 2000 at 2693 R.P.M.
Total S.H.P. = 3500 at 210 R.P.M. per line of shaft

Propeller diameter 10'-0"
Screwshaft without continuous liner.

The details of the shafting as shown on the plans meet the requirements of the Rules with the exception of the screwshaft which would require to be increased to 11.4".

The scantlings of the boilers are also such as could be accepted for a working pressure of 250 lb/sq.in.

In view of the fact that the original plans for all the above ships show that the cross-sectional area of the air pipes to the water ballast and oil fuel tanks is less than that of the filling pipes, I shall be glad to learn what precautions are taken to prevent excessive pressure coming on the tanks.

Accordingly, provided the machinery be opened up, examined and found or placed in good condition, the dimensions of the shafting be as stated above, the scantlings of the boilers be in accordance with the approved plans, the pumping and piping arrangements be in accordance with the Rules, the machinery be tried under working conditions to the Surveyors' satisfaction, and the remaining requirements of the Rules be complied with, the machinery could be accepted and recommended for the notation *LMC, except in the case of the "EMPIRE SHEARWATER" which would be recommended for the notation *MBS.

So far as the electrical installations are concerned, plans of the main switchboard and electrical installation as mentioned in Para.M.103 of the Society's Rules should be submitted for consideration, and a Special Survey of the entire electrical installation will be necessary in each case.

Yours faithfully,

C.C. to FBD
Assistant Clerk to
the Classification Committee

The Atlantic Steam Navigation
Co. Ltd.



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