

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 2 - JAN 1948

Writing Report 18/12/1947 When handed in at Local Office JAN 1948 19 Port of **HULL**

Survey held at **Hull** Date, First Survey 27.10.47 Last Survey 12.12.1947

Book on the "King Edgar" (ex "Empire Gambia") (Number of Visits 20)

at **Glasgow** By whom built **Harland & Wolff Ltd.** Yard No. **1283G** Tons { Gross **7058** 7074 Net **486** 4870

Engines made at **do** By whom made **do** Engine No. **A/103 MSM 8443/2** When built **1945**

Boilers made at **do** By whom made **Burley & Co Ltd.** Boiler No. **42/18** When made **do**

Registered Horse Power **2500** Owners **King Line Ltd. (London & Glasgow)** Port belonging to **London** **GLASGOW**

Horse Power as per Rule **(510) MN-635** Is Refrigerating Machinery fitted for cargo purposes **No** Is Electric Light fitted **Yes**

Use for which Vessel is intended **✓**

DETAILS, &c.—Description of Engines

Revs. per minute

No. of Cranks

Length of Stroke

No. of Cylinders

Mid. length breadth

Mid. length thickness

Thrust shaft, diameter at crank pin

Is the { tube } shaft fitted with a continuous liner { screw }

Is the after end of the liner made watertight in the

Is an approved Oil Gland or other appliance fitted at the after end of the tube

Length of Bearing in Stern Bush next to and supporting propeller

Material whether Moveable

Total Developed Surface sq. feet

Can one be overhauled while the other is at work

Can one be overhauled while the other is at work

No. and size **2 Vert. Simple 7' x 9 1/2' dia** Pumps connected to the Main Bilge Line

No. and size **1 @ 5 pump. Vert. duplex 8' x 8' x 8'**

How driven **Steam** How driven **Steam**

Lubricating Oil Pumps, including Spare Pump, No. and size

Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary

In Holds, &c. **N°1 hold 1 @ 1 1/2" dia. N°2 hold 1 @ 1 1/2" dia. N°3 hold 1 @ 1 1/2" dia. N°4 hold 1 @ 1 1/2" dia. N°5 hold 1 @ 1 1/2" dia. N°6 hold 1 @ 1 1/2" dia. N°7 hold 1 @ 1 1/2" dia. N°8 hold 1 @ 1 1/2" dia. N°9 hold 1 @ 1 1/2" dia. N°10 hold 1 @ 1 1/2" dia.**

Water Circulating Pump Direct Bilge Suctions, No. and size **1 - 3" dia.**

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size **4 @ 3" dia 1 @ 5" dia**

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes **Yes**

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**

Sea Connections fitted direct on the skin of the ship **Yes** Are they fitted with Valves or Cocks **Yes**

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 **Some above**

Are they each fitted with a Discharge Valve always accessible **Yes** Are the Blow Off Cocks fitted with a spigot and brass covering plate **Yes**

Pipes pass through the bunkers **For bilge suction** How are they protected **Wood boards**

Pipes pass through the deep tanks **N°1 hold bilge suction** Have they been tested as per Rule **Yes**

All Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times **Yes**

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 **Yes** worked from **Top of S.R.**

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers

Which Boilers are fitted with Forced Draft

Which Boilers are fitted with Superheaters

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 to be used for domestic purposes only

ANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval)

General Pumping Arrangements Oil fuel Burning Piping Arrangements

Is the spare gear required by the Rules been supplied

Is the principal additional spare gear supplied

SPARE GEAR

HS for 3 bls = 7248 4

3 spht = 2790 4

TBLT = 10038 4

See Glasgow F.E. Reports Nos 69647 or 67860

The foregoing is a correct description.

Manufacturer.



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003275-003281-0110

Dates of Survey while building { During progress of work in shops - - }
 { During erection on board vessel - - - }
 Total No. of visits

Dates of Examination of principal parts—Cylinders Slides Covers
 Pistons Piston Rods Connecting rods
 Crank shaft Thrust shaft Intermediate shafts
 Tube shaft Screw shaft Propeller
 Stern tube 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 Identification Mark Thrust shaft material Identification Mark
 Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark
 Screw shaft, material Identification Mark 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 If so, state name of vessel

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

The screwshaft, inter shafts, sea connections, pumping arrangements and the workings of the engines & boilers, & the workmanship generally, are such as could be accepted for record L.M.C. (with date) without distinguishing errors.
 The engines and boilers have been examined under steam and found satisfactory.

See also Report of Survey.

The amount of Entry Fee ... £ : : When applied for,
 Special ... £ : : 19
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : : 19

A.W.B. Edwards & L. Faithfull
 Engineer Surveyors to Lloyd's Register of Shipping

Committee's Minute

MAR 19 1948

Assigned

See minute on Rpt. 9



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