

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

2 - JAN 1948

Writing Report 18/12/1947 When handed in at Local Office 1 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
 nes made at **do** By whom made **do** Engine No. **103 MSM** Net **486** 4870
 ers made at **do** By whom made **Burley & Co. Ltd.** Boiler No. **42/18** When made **do**
 stered Horse Power **2500** Owners **King Line Ltd.** Port belonging to **Glasgow**
 Horse Power as per Rule **(510)** Is Refrigerating Machinery fitted for cargo purposes **No** Is Electric Light fitted **Yes**
 e for which Vessel is intended **✓**

INES, &c.—Description of Engines

of Cylinders Length of Stroke No. of Cylinders Revs. per minute
 k shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length breadth shrunk Thickness parallel to axis
 Med. length thickness Thickness around eye-hole
 mediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at each end as per Rule as fitted
 Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the { tube } shaft fitted with a continuous liner { screw }
 ze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted Is the after end of the liner made watertight in the
 ler boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
 liner does not fit tightly at the part between the liners in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive
 o liners are fitted, is the shaft covered or protected between the liners Is an approved Oil Gland or other appliance fitted at the after end of the tube
 If **Cell** Length of Bearing in Stern Bush next to and supporting propeller
 elli, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet
 Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
 Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
 No. and size **2 Vert. Simple 7' x 9' 6" x 12"** Pumps connected to the { No. and size **1 @ 5 pump. Vert. Simple 8' x 8' x 8'**
 How driven **Steam** Main Bilge Line How driven **Steam**
 ist Pumps, No. and size **1 Vert. Simple 10' x 12' x 12"** Lubricating Oil Pumps, including Spare Pump, No. and size
 go independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
 Pumps;—In Engine and Boiler Room **2 P 9 2 S each 3" dia. 1 Start 5" dia. 1 in tunnel well 2 1/2" dia.**
 amp Room In Holds, &c. **N°1 hold 1 P 15 each 3" dia. N°2 hold 1 P 15 each 3 1/2" dia. N°3 hold 1 P 15 each 3" dia. N°4 hold 1 P 15 each 3" dia. N°5 hold 1 P 15 each 3" dia. N°6 hold 1 P 15 each 3" dia.**
 Water Circulating Pump Direct Bilge Suctions, No. and size **1 - 3" dia.** Independent Power Pump Direct Suctions to the Engine Room Bilges,
 and size **4 @ 3" dia 1 @ 5" dia.** Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes **Yes**
 ie 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**
 l Sea Connections fitted direct on the skin of the ship **Yes** Are they fitted with Valves or Cocks **Yes**
 ey 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 some below**
 ey 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 **And bilge mud boxes** How are they protected **Wood boards**
 pipes pass through the deep tanks **N°1 hold bilge mud boxes** Have they been tested as per Rule **Yes**
 l 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
 rtment to another **Yes** Is the Shaft Tunnel watertight **Yes** Is it fitted with a watertight door **Yes** worked from **Top of S.R.**

N BOILERS, &c.—(Letter for record)

ch Boilers are fitted with Forced Draft Total Heating Surface of Boilers
 and Description of Boilers Which Boilers are fitted with Superheaters
 Working Pressure

A REPORT ON MAIN BOILERS NOW FORWARDED?

A DONKEY BOILER FITTED?

he donkey boiler be used for domestic purposes only If so, is a report now forwarded?

ANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval)

heaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR

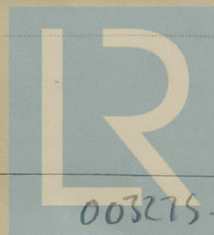
he spare gear required by the Rules been supplied

the principal additional spare gear supplied

HS for 3 bls = 7248 4
 3 sps = 2790 4
 Total = 10038 4

The foregoing is a correct description.

Manufacturer.



© 2020

Lloyd's Register
 Foundation

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 ratings of the engines & boilers, & the workmanship generally, are such as could be accepted for record LMC (with date) without distinguishing errors.
The engines and boilers have been examined under steam and found satisfactory.

See also Report of Surveyor.

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

Committee's Minute

Assigned

See minute on Rpt-9

H. B. Edwards & L. Faithfull
Engineer Surveyors to Lloyd's Register of Ships



© 2020

Lloyd's Register
Foundation