

How KING EDGAR

No. 69647

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Surveying Report 1945 When handed in at Local Office 28.5.1945 Port of GLASGOW.

Survey held at GLASGOW. Date, First Survey 10th Oct. 1941 Last Survey 11th May, 1945. (Number of Visits 38)

on the S.S. "EMPIRE GAMBIA" Tons { Gross Net

at GLASGOW By whom built HARLAND & WOLFF LTD. Yard No. 1283.0. When built 1945.

made at GLASGOW. By whom made HARLAND & WOLFF LTD. Engine No. 8443/2 A/103 MSM When made 1945.

made at GLASGOW By whom made BARCLAY CURLE & CO. LDB Boiler No. 42/18 When made 1945.

red Horse Power 2500 Owners MINISTRY OF WAR TRANSPORT. Port belonging to

orse Power as per Rule 510 Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted YES

r which vessel is intended

ES, &c.—Description of Engines Triple Expansion. Revs. per minute 76

Cylinders 24 1/2" - 39" - 70" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3

shaft, dia. of journals as per Rule 14" as fitted 14 1/4" Crank pin dia. 14 3/4" Mid. length breadth 22" Thickness parallel to axis 9"

as per Rule 13.33" as fitted 13 5/8" Crank webs 9" shrunk Thickness around eye-hole 6 5/8"

ate Shafts, diameter as per Rule 14" as fitted 14 1/2" Thrust shaft, diameter at collars as fitted 14 1/2"

fts, diameter as per Rule 14.85 as fitted 15 1/4" Is the { tube screw } shaft fitted with a continuous liner { Yes

ners, thickness in way of bushes as per Rule 9/16" as fitted 13/16" Thickness between bushes as fitted 21/32" Is the after end of the liner made watertight in the

oss YES If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

r 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

rs 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

0 If so, state type Length of Bearing in Stern Bush next to and supporting propeller 51-1"

dia 18'-3" Pitch 16'-6" No. of Blades 4 Material Cast Iron whether Moveable No Total Developed Surface 110 sq. feet

ps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

ps worked from the Main Engines, No. 2 Diameter 4" Stroke 27" Can one be overhauled while the other is at work Yes

o. and size Pumps connected to the Main Bilge Line { No. and size How driven

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

mps, No. and size Suctions, connected to both Main Bilge Pumps and Auxiliary

ndependent means arranged for circulating water through the Oil Cooler

ps:—In Engine and Boiler Room

Room In Holds, &c.

r Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,

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

ge 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

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

ed 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

ch 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

s pass through the bunkers How are they protected

s pass through the deep tanks Have they been tested as per Rule

es, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

gement 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

ment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

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

Boilers are fitted with Forced Draft Which Boilers are fitted with Superheaters

Description of Boilers Working Pressure

REPORT ON MAIN BOILERS NOW FORWARDED? No. See Glasgow Report No. 67860

DONKEY BOILER FITTED? If so, is a report now forwarded?

donkey boiler be used for domestic purposes only

IS. Are approved plans forwarded herewith for Shafting 26-4-41 Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval)

aters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

spare gear required by the Rules been supplied as per Rules and Specification.

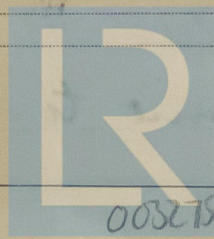
e principal additional spare gear supplied

The foregoing is a correct description.

HARLAND AND WOLFF, LIMITED

Manufacturer.

Finnelton Secretary



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Lloyd's Register

003275-003278-014

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

1941 Oct 10 Dec 29 1942 Jan 19 Apr 21 May 1 Jun 10 20 Sep 15 Dec 7. 8. 10. 11. 15. 18 1943 Dec 19 Apr 19 Jun 7 30 Jun 23 29 Aug 12 27 Sep 6. 9. 10 Nov 18. 24 Dec 24. 1944 Jan 21. 24 May 1 Nov 30 1945 Apr 5. 19. 22

38.

Dates of Examination of principal parts—Cylinders 6 and 9-9-43. Slides 15-9-43 Covers 9-9-43.

Pistons 15-9-43. Piston Rods 18-11-43. Connecting rods 18-11-43.

Crank shaft 7-5-43. Thrust shaft 30-11-44. Intermediate shafts 30-11-44.

Tube shaft - Screw shaft 30-11-44. Propeller 30-11-44.

Stern tube 30 -11-44. 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 Lloyd's 8443/2 P.F. Thrust shaft material Steel Identification Mark as b

Intermediate shafts, material Steel Identification Marks as Below Tube shaft, material - Identification Mark -

Screw shaft, material Steel Identification Mark as below 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 M.W.T. Specification 24½" - 39" - 7 Engine. Glasgow Report No. 66046

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

This machinery has been built under Special Survey and in accordance with the approved p
the Rules of this Society, and the Ministry of War Transport Specification.
The materials and workmanship are good.
This engine is being despatched to Messrs. Harland & Wolff Ltd., Govan for fitting on bo
a vessel No. 1283 building at their Yard to B.C. Classification.

MARKS ON SHAFTING.						
SCREW SHAFT	THRUST	INTERMEDIATE	INTERMEDIATE	INTERMEDIATE	INTERMEDIATE	INTERMEDIATE
LLOYD'S	C.F. & CO.	N.A.	N.A.	N.A. 711	A. 608	A. 608
F. 950	8930	630	651	H.T. 20643-2	H.T.	H.T. 2
11329	48533	H.T.	H.T.	S.E.T.	10447-1	S.E.T.
H.A.I.	5465	10639-1	20341-2	14 No. 2	S.E.T.	13
20 -4-42.	LLOYDS	S.E.T.	S.E.T.		10 No. 3	
	6250	11 No. 3	12 No. 3		B.C.N. 2798	
	O.N.					
	30 JUN. 41					
INTERMEDIATE		INTERMEDIATE				
N.A. 489		1283/4. 2				
H.T. 1118-1		LLOYD'S				
S.E.T. 6 No. 3		F. 3524				
		H.A.I.				
		12-5-44.				

The amount of Entry Fee £ 100.10.0

Special 2/5 of £ 40 : 4

SPECIFICATION 10

Donkey Boiler Fee £ 10

Travelling Expenses (if any) £

When applied for, 29 MAY 1945

When received, 19

Committee's Minute GLASGOW 29 MAY 1945

Assigned Transmit to Wokingham

G. E. Murdoch for P. Fitzgerald

Engineer Surveyor to Lloyd's Register of S

19 MAR 1948

Not for Classing Committee

Lloyd's Register

Foundation

See minute on Hull 54603