

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 19 When handed in at Local Office 24.11.1942 Port of NEWCASTLE-ON-TYNE, 27 NOV 1942

No. in Survey held at Wallend. Date, First Survey 9 June Last Survey 19 Nov 1942

Reg. Book. on the "EMPIRE BARDOLPH" (Number of Visits 2)

Gross Tons 7017
Net Tons 4758

Built at Sunderland By whom built Short Bros Ltd Yard No. 474 When built 1942

Engines made at Wallend. By whom made N.E. Marine Eng Co (1938) Ltd Engine No. 3031 When made 1942

Boilers made at Wallend. By whom made Wallend Slipway & Co Ltd Boiler No. 396 B When made 1942

Registered Horse Power Owners Ministry of War Transport Port belonging to Sunderland

Nom. Horse Power as per Rule 537 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted yes

Trade for which Vessel is intended Ocean going

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

Dia. of Cylinders 24½ - 39.70 Length of Stroke 48 No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 13.98 as fitted 14½ Crank pin dia. 14½ Crank webs Mid. length breadth 22 Mid. length thickness 9 Thickness parallel to axis 9 Thickness around eye-hole 6½

Intermediate Shafts, diameter as per Rule 13.32 as fitted 13½ Thrust shaft, diameter at collars as per Rule 13.98 as fitted 14½

Tube Shafts, diameter as per Rule 74.84 as fitted 15¼ Is the shaft fitted with a continuous liner yes

Screw Shaft, diameter as per Rule 75.3 as fitted 81 Thickness between bushes as per Rule 65 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'-1"

Propeller, dia. 17-10½ Pitch 15.6' No. of Blades 4 Material C.I. whether Moveable no Total Developed Surface 114.75 sq. feet

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

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

Feed Pumps { No. and size 2 8" x 10½" x 22" 2 9½" x 7" x 21" Pumps connected to the Main Bilge Line { No. and size 2 10½" x 13" x 24" 2 9½" x 7" x 21" How driven Steam M. Eng.

Ballast Pumps, No. and size 2 10½" x 13" x 24" 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 2 2" in Eng Room 2 2" in Boiler Room

In Pump Room In Holds, &c.

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

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

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

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

Are they fixed 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

Are they each 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

What Pipes pass through the bunkers How are they protected

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

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

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 7868 sq. ft.

Is Forced Draft fitted yes No. and Description of Boilers 2 SB (2pt) 71 aux SB Working Pressure 220

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? yes

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting B Type Main Boilers yes Auxiliary Boilers 11.10.41 Donkey Boilers

(If not state date of approval)

Superheaters Standard General Pumping Arrangements 27.9.42 Oil fuel Burning Piping Arrangements

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.
THE NORTH EASTERN MARINE ENGINEERING CO. (1938) LTD.

Navy Hunter

Manufacturer.

DIRECTOR



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Lloyd's Register
Foundation

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1942
June 9. July 10. 22. Aug. 13. 25. Sept. 3. 10. 16. 17. 18. Oct. 9. 29. Nov. 2. 4. 5.
During progress of work in shops -- 6. 9. 10. 13. 18. 19.
Dates of Survey while building
During erection on board vessel ---
Total No. of visits 21.

Dates of Examination of principal parts—Cylinders 9.6.42 Slides 9.10.42 Covers 9.6.42
Pistons 9.10.42 Piston Rods 4.11.42 Connecting rods 4.11.42
Crank shaft 25.8.42 Thrust shaft 10.7.42 Intermediate shafts 17.9.42
Tube shaft 29.10.42 Screw shaft 5.11.42 Propeller 9.11.42
Stern tube 29.10.42 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 8608. A. 5. JFC Webb 62754 6742 ERB. 25.8.42 Thrust shaft material Steel Identification Mark 8135 ERB 10.7.42
Intermediate shafts, material Steel Identification Marks 8550. 1. 2. 3. 4. 75 CP. 17.9.42 Tube shaft, material Identification Mark
Screw shaft, material Steel Identification Mark 8549 CP. 5.11.42 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 B. type Engines.

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery has been made under Special Survey in accordance with the Requirements of the Rules, the Approved Plans & the Specification. The materials & workmanship are good. The machinery is to be shipped to Sunderland to be installed by Messrs G. Clark Ltd in Messrs Short Bros. No 174.

NEWCASTLE-ON-TYNE

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

The amount of Entry Fee ... £ 6 : 0 : 10
Remainder of (Special 125%) ... £ 43 : 8 : 6
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 26 NOV 1942
When received, 19

Committee's Minute
Assigned
WED. 31 MAR 1943
See Std. J.F. 33637

Robert Moffitt
Engineer Surveyor to Lloyd's Register of Shipping.