

REPORT ON OIL ENGINE MACHINERY.

No. 64284

Received at London Office

OCT 1941

Date of writing Report

When handed in at Local Office

29. 9. 41

Port of

Glasgow

No. in Survey held at
Reg. Book.

Date, First Survey

19. 6. 40

Last Survey

5. 9. 1941

Number of Visits

76

23257 on the ^{Single} Twin ^{Triple} Screw vessel

M.V. "Empire Pride"

Tons { Gross 9248
Net 8754

Built at

Glasgow

By whom built

Barclay Mille. & Co. Ltd.

Yard No. 680

When built 1941-9

Engines made at

do.

By whom made

do.

Engine No. 680

When made 1941.

Donkey Boilers made at

do.

By whom made

do.

Boiler No. 680

When made 1941.

Brake Horse Power

9000.

Owners

Ministry of War Transport.

Port belonging to

Nom. Horse Power as per Rule

1421.

Is Refrigerating Machinery fitted for cargo purposes

No.

Is Electric Light fitted

Y/s.

Trade for which vessel is intended

OIL ENGINES, &c. Type of Engines Barclay Mille. & Co. Ltd. 2 or 4 stroke cycle 2 Single or double acting Single.

Maximum pressure in cylinders

710 lb.

Diameter of cylinders

670 1/2

Length of stroke

2320 1/2

No. of cylinders

8

No. of cranks

24

Mean Indicated Pressure

86 1/2

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge

1300 1/2

Is there a bearing between each crank

No.

Revolutions per minute

119.

Flywheel dia.

5' 7 1/2"

Weight

2.9 tons

Means of ignition

Comp.

Kind of fuel used

Diesel oil.

Crank Shaft, { Solid forged
Semi built
All built

dia. of journals

as per Rule

as fitted

Crank pin dia.

500 1/2

Crank Webs

Mid. length breadth 110 1/2

Mid. length thickness

285 1/2

Thickness parallel to axis 285 1/2

Thickness around eye-hole 219 1/2

Flywheel Shaft, diameter

as per Rule

as fitted

Intermediate Shafts, diameter

as per Rule

as fitted

Thrust Shaft, diameter at collars

as per Rule

as fitted

Tube Shaft, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

Is the shaft fitted with a continuous liner

Y/s.

Bronze 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

propeller boss

Y/s.

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' 7"

Propeller, dia.

16' 0"

Pitch

15' 4"

No. of blades

3

Material

Lump

whether Moveable

Y/s.

Total Developed Surface

78 sq. feet

Method of reversing Engines

Direct.

Is a governor or other arrangement fitted to prevent racing of the engine when disengaged

Means of lubrication

Snail.

Thickness of cylinder liners

28 1/2

Are the cylinders fitted with safety valves

Y/s.

Are the exhaust pipes and silencers water cooled or lagged with

non-conducting material

Y/s.

If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

Cooling Water Pumps, No.

5

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Y/s.

Bilge Pumps worked from the Main Engines, No.

None

Diameter

Stroke

Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line

No. and Size

1-8" rotary (Ballast) 2-5" rotary 110T/hr. 1016x16x26" DA: 1-5" rotary 80S.

How driven

Rotary pumps - 1st Intake Pump - 2nd Intake Pump - 3rd Intake Pump - 4th Intake Pump - 5th Intake Pump - 6th Intake Pump - 7th Intake Pump - 8th Intake Pump - 9th Intake Pump - 10th Intake Pump - 11th Intake Pump - 12th Intake Pump - 13th Intake Pump - 14th Intake Pump - 15th Intake Pump - 16th Intake Pump - 17th Intake Pump - 18th Intake Pump - 19th Intake Pump - 20th Intake Pump - 21st Intake Pump - 22nd Intake Pump - 23rd Intake Pump - 24th Intake Pump - 25th Intake Pump - 26th Intake Pump - 27th Intake Pump - 28th Intake Pump - 29th Intake Pump - 30th Intake Pump - 31st Intake Pump - 32nd Intake Pump - 33rd Intake Pump - 34th Intake Pump - 35th Intake Pump - 36th Intake Pump - 37th Intake Pump - 38th Intake Pump - 39th Intake Pump - 40th Intake Pump - 41st Intake Pump - 42nd Intake Pump - 43rd Intake Pump - 44th Intake Pump - 45th Intake Pump - 46th Intake Pump - 47th Intake Pump - 48th Intake Pump - 49th Intake Pump - 50th Intake Pump - 51st Intake Pump - 52nd Intake Pump - 53rd Intake Pump - 54th Intake Pump - 55th Intake Pump - 56th Intake Pump - 57th Intake Pump - 58th Intake Pump - 59th Intake Pump - 60th Intake Pump - 61st Intake Pump - 62nd Intake Pump - 63rd Intake Pump - 64th Intake Pump - 65th Intake Pump - 66th Intake Pump - 67th Intake Pump - 68th Intake Pump - 69th Intake Pump - 70th Intake Pump - 71st Intake Pump - 72nd Intake Pump - 73rd Intake Pump - 74th Intake Pump - 75th Intake Pump - 76th Intake Pump - 77th Intake Pump - 78th Intake Pump - 79th Intake Pump - 80th Intake Pump - 81st Intake Pump - 82nd Intake Pump - 83rd Intake Pump - 84th Intake Pump - 85th Intake Pump - 86th Intake Pump - 87th Intake Pump - 88th Intake Pump - 89th Intake Pump - 90th Intake Pump - 91st Intake Pump - 92nd Intake Pump - 93rd Intake Pump - 94th Intake Pump - 95th Intake Pump - 96th Intake Pump - 97th Intake Pump - 98th Intake Pump - 99th Intake Pump - 100th Intake Pump - 101st Intake Pump - 102nd Intake Pump - 103rd Intake Pump - 104th Intake Pump - 105th Intake Pump - 106th Intake Pump - 107th Intake Pump - 108th Intake Pump - 109th Intake Pump - 110th Intake Pump - 111th Intake Pump - 112th Intake Pump - 113th Intake Pump - 114th Intake Pump - 115th Intake Pump - 116th Intake Pump - 117th Intake Pump - 118th Intake Pump - 119th Intake Pump - 120th Intake Pump - 121st Intake Pump - 122nd Intake Pump - 123rd Intake Pump - 124th Intake Pump - 125th Intake Pump - 126th Intake Pump - 127th Intake Pump - 128th Intake Pump - 129th Intake Pump - 130th Intake Pump - 131st Intake Pump - 132nd Intake Pump - 133rd Intake Pump - 134th Intake Pump - 135th Intake Pump - 136th Intake Pump - 137th Intake Pump - 138th Intake Pump - 139th Intake Pump - 140th Intake Pump - 141st Intake Pump - 142nd Intake Pump - 143rd Intake Pump - 144th Intake Pump - 145th Intake Pump - 146th Intake Pump - 147th Intake Pump - 148th Intake Pump - 149th Intake Pump - 150th Intake Pump - 151st Intake Pump - 152nd Intake Pump - 153rd Intake Pump - 154th Intake Pump - 155th Intake Pump - 156th Intake Pump - 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AIR RECEIVERS:—Have they been made under survey *Yls.* State No. of Report or Certificate *✓*
Is each receiver, which can be isolated, fitted with a safety valve as per Rule *Yls.*
Can the internal surfaces of the receivers be examined and cleaned *Yls.* Is a drain fitted at the lowest part of each receiver *Yls.*
Injection Air Receivers, No. — Cubic capacity of each — Internal diameter — thickness —
Seamless, lap welded or riveted longitudinal joint — Material — Range of tensile strength — Working pressure by Rules —
Actual —
Starting Air Receivers, No. *3.* Total cubic capacity *711 ft.* Internal diameter *5'-0* thickness *1 5/16"*
Seamless, lap welded or riveted longitudinal joint *Welded* Material *S* Range of tensile strength *29-33 Tons* Working pressure by Rules —
Actual *350 lb.*

IS A DONKEY BOILER FITTED? *Yls.* If so, is a report now forwarded? *Yls.*
Is the donkey boiler intended to be used for domestic purposes only *No.*

PLANS. Are approved plans forwarded herewith for Shafting *27.3.40* Receivers *11.10.39* Separate Fuel Tanks *3.18.1.40*
(If not, state date of approval)
Donkey Boilers *Yls.* General Pumping Arrangements *Yls.* Pumping Arrangements in Machinery Space *Yls.*
Oil Fuel Burning Arrangements *11.11.40*

SPARE GEAR.

Has the spare gear required by the Rules been supplied *Yls.*
State the principal additional spare gear supplied *See Foot attached*



The foregoing is a correct description,

FOR BARCLAY, CURLE & CO., LTD

Alexander Macnault.

Manufacturer.

Dates of Survey while building
During progress of work in shops—
1940 June 19 July 16, 23, 26 Aug 1 Sep 20, 24 Oct 1, 7, 18, 21, 25, 29 Nov 4, 7, 11, 13, 18, 20, 25, 26, 27 Dec 2, 7, 9, 11, 13
During erection on board vessel—
Mar 4, 5, 10, 18, 27 Apr 3, 7, 15, 21, 25, 30 May 12, 15, 26 June 3, 16, 20, 23 July 9 Aug 18, 22, 26
Total No. of visits *76*

Dates of Examination of principal parts—Cylinders *28.1.41* Covers — Pistons *14.2.41* Rods *17.2.41* Connecting rods *22.1.41*
Crank shaft *out* Flywheel shaft *out* Thrust shafts *9.12.40* Intermediate shafts *14.1.41* Tube shaft —
Screw shaft *30.12.40* Propellers *8.1.41* Stern tube *23.12.40* Engine sealings *24.11.40* Engines holding down bolts *5.6.41*
Completion of fitting sea connections *12.5.41* Completion of pumping arrangements *18.8.41* Engines tried under working conditions *5.9.41*
Crank shaft, Material *5% hq. steel* Identification Mark *S A.T.B.-16.1.41* Flywheel shaft, Material — Identification Mark —
Thrust shaft, Material — Identification Mark — Intermediate shafts, Material *P.h. hq. steel* Identification Marks *A.T.B. Nos. 1-14*
Tube shaft, Material — Identification Mark — Screw shaft, Material *do.* Identification Mark *(S) 5100-762-3.9.40-A.T.B.*
Identification Marks on Air Receivers
LLOYD TEST 800 lb WP 600 lb 2 1/2" A.T.B.-24.1.41
LLOYD TEST 800 lb WP 600 lb 1 1/2" A.T.B.-17.2.41

Is the flash point of the oil to be used over 150° F. *Yls.*

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with *Yls.*

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *No.* 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 *Yls.* If so, state name of vessel *M. "Empire Trust" Yls Report 63440. except pumping arrangements.*

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

The Machinery of this vessel has been built under special Survey and in accordance with the Rules and approved plans. The materials and workmanship are good. It has been efficiently secured in position and on completion it has been tried under working conditions with satisfactory results.

The Machinery of this vessel is eligible, in our opinion, to be classed in the Register Book with record of + L.M.C. 9.41. and notation C.L. 2.D.B. 120 lb.

The amount of Entry Fee .. £ 6 : - : When applied for, 13-9-1941.
Special ... £ 143 : - :
Donkey Boiler Fee *spec* £ 35 : 10 :
Travelling Expenses (if any) *weeding* £ 20 : - :
air receipts £ 25 : 4 :
Committee's Minute *9 9*

Assigned *-1- L.M.C. 9.41* *oil eng* *L.S.B. 120 lb.*
GLASGOW 1 OCT 1941

Prof. J. A. Brown & N. Russell
Engineer Surveyor to Lloyd's Register of Shipping.



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