

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.

State of writing Report 19 When handed in at Local Office 3 1. 1945 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 28. 8. 44 Last Survey Dec. 21. 1944
 Reg. Book (Number of Visits 16)
 on the S.S. "EMPIRE KUMASI"
 Built at Port Glasgow By whom built Messrs Wm Hamilton & Co. Ltd Yard No. 465 When built 1944
 Engines made at Glasgow By whom made Fairfield S.B. & E. Co. Ltd Engine No. 689 ✓ When made 1943
 Boilers made at Glasgow By whom made Messrs John Brown & Co. Ltd ✓ 1163 ✓ When made 1944
 Registered Horse Power Owners The Ministry of War Transport Port belonging to Greenock
 m. Horse Power as per Rule 558 ✓ Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 made for which vessel is intended International

FINES, &c.—Description of Engines Triple Expansion Revs. per minute
 a. of Cylinders Length of Stroke No. of Cylinders No. of Cranks
 Rank shaft, dia. of journals as per Rule Mid. length breadth Thickness parallel to axis
 as fitted Crank pin dia. Crank webs shrunk
 as per Rule Mid. length thickness Thickness around eye-hole
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as fitted
 as fitted
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as fitted Is the tube screw shaft fitted with a continuous liner
 as fitted
 Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as fitted Is the after end of the liner made watertight in the
 propeller boss 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 liners 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
 at If so, state type Length of Bearing in Stern Bush next to and supporting propeller
 Propeller, dia. 17'-6" Pitch 16'-9" No. of Blades 4 Material C.I. whether Moveable No Total Developed Surface 108 sq. feet
 Feed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
 Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
 Feed Pumps No. and size 2 @ 10 1/2" - 8" x 22" ✓ Pumps connected to the Main Bilge Line No. and size Ballast Pump, Gen. Service Pump, ✓
 How driven Steam How driven Steam
 Ballast Pumps, No. and size One @ 10"-12" x 12" ✓ 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 3 @ 3" ✓
 In Pump Room In Holds, &c. No. 1 hold 2 @ 3": No. 2 hold 2 @ 3": No. 3 hold 2 @ 3"
 Cross bunker hold 2 @ 2 1/2": No. 4 hold 2 @ 3": No. 5 hold 2 @ 2" Hold well one @ 3", Tunnel well one @ 2 1/2"
 Main Water Circulating Pump Direct Bilge Suctions, No. and size One @ 10" ✓ Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size one @ 5" ✓ Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes ✓
 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 Yes ✓
 Are all Sea Connections fitted direct on the skin of the ship Yes ✓ Are they fitted with Valves or Cocks both ✓
 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 both ✓
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes ✓ Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes ✓
 What Pipes pass through the bunkers How are they protected
 What pipes pass through the deep tanks None ✓ 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 Yes ✓
 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 Yes ✓ Is the Shaft Tunnel watertight Yes ✓ Is it fitted with a watertight door No worked from ✓

MAIN BOILERS, &c.—(Letter for record 5 ✓) Total Heating Surface of Boilers 8336 sq. ft. ✓
 Which Boilers are fitted with Forced Draft all ✓ Which Boilers are fitted with Superheaters P. & S. wing boilers ✓
 No. and Description of Boilers 3 S.B. 2 S.B. + 1 aux S.B. Working Pressure 220 lbs/sq. in. ✓
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes ✓
 IS A DONKEY BOILER FITTED? No. ✓ If so, is a report now forwarded? ✓
 Can the donkey boiler be used for domestic purposes only ✓
 PLANS. Are approved plans forwarded herewith for Shafting Main Boilers ✓ Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval) ✓
 Superheaters ✓ General Pumping Arrangements ✓ Oil fuel Burning Piping Arrangements ✓
 Steam, Exhaust, Feed & Drain Pipes herewith.
 Bilge & Ballast approved 6-10-44

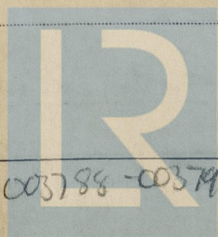
SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes. ✓
 State the principal additional spare gear supplied See list attached.

The foregoing is a correct description.

For David Rowan T.B. Ltd
 Archd. H. Grierson

Manufacturer.



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Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - - -
Total No. of visits 16

Dates of Examination of principal parts—Cylinders

Pistons

Piston Rods

Slides

Covers

Crank shaft

Thrust shaft

Connecting rods

Tube shaft

Screw shaft

Two Intermediate shafts

Stern tube

Engine and boiler seatings

Propeller

Completion of fitting sea connections

Completion of pumping arrangements

Main boiler safety valves adjusted

Crank shaft material

Two Intermediate shafts, material

Screw shaft, material

Is an installation fitted for burning oil fuel

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 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

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

The machinery has been efficiently installed in the vessel, tested under full load & in my opinion is eligible to be classed with record L.M.C. 12,44 and notation C.L.
The specification requirements have been carried out satisfactorily.

The amount of Entry Fee

Balance Special

Specification

Donkey Boiler Fee

Travelling Expenses (if any)

When applied for,

When received,

Committee's Minute

Assigned

GLASGOW

4 JAN 1945

Jas. Stevenson
Engineer Surveyor to Lloyd's Register of Shipping.



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