

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 1 - MAR 1945

Date of writing Report 19... When handed in at Local Office 22/2/46 Port of NEWCASTLE-ON-TYNE

No. in Survey held at Blyth Date, First Survey (1945) Sept. 12th Last Survey 12/2/1946
 Reg. Book on the 5/5 'EMPIRE PASSMORE' (Number of Visits 7) Tons {Gross 974 Net 388}

Built at Blyth By whom built Blyth Dock & S.B. Collier Yard No. 313 When built 1945

Engines made at Sunderland By whom made G. Clark (1938) Ltd Engine No. 1376 When made 1945

Boilers made at Sunderland By whom made G. Clark (1938) Ltd Boiler No. 1376 When made 1945

Registered Horse Power Owners Ministry of War Transport Port belonging to

Nom. Horse Power as per Rule 162 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes.

Trade for which vessel is intended

ENGINES, &c.—Description of Engines

Dia. of Cylinders Length of Stroke No. of Cylinders No. of Cranks Revs. per minute

Crank shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis shrunk Thickness around eye-hole

Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule as fitted

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the {tube screw} shaft fitted with a continuous liner {

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 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 at If so, state type Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface 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 How driven} Pumps connected to the Main Bilge Line {No. and size How driven}

Ballast Pumps, No. and size 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 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 man-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 spokehold 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 If the Shaft Tunnel watertight Is it fitted with a watertight door worked from

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

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

No. and Description of Boilers Working Pressure

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED? 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

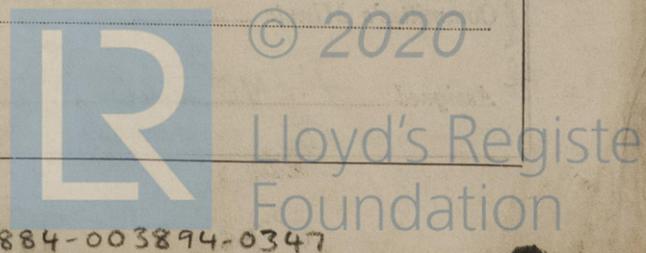
SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

The foregoing is a correct description.

Manufacturer.



PILLARS, No
 in
 in
 Centre Line Stiffeners
 Plating, t
 STRINGERS
 Uppermost Stringer
 Thickn
 CLEAR
 Thickn
 If Shee
 Second I Stringer
 STRA
 Flat Plate
 Bottom Pl Strakes
 Bilge Plat Strakes
 Side Plat Strakes
 Upper D strake
 Upper I strake
 Strake
 Strake
 Poop Sid
 Bridge
 Forecast
 Total No
 MIDSE
 COLL
 AFTE
 STI

Dates of Survey while building
 During progress of work in shops - -
 During erection on board vessel - - -
 Total No. of visits 7

(1945) Sept. 12, 15 Nov. 26. (1946) Jan. 29, 31 Feb. 6, 12

Dates of Examination of principal parts - Cylinders - Slides - Covers -
 Pistons - Piston Rods - Connecting rods -
 Crank shaft - Thrust shaft - Intermediate shafts -
 Tube shaft - Screw shaft 12.9.45 Propeller 12.9.45
 Stern tube 12.9.45 15.9.45 Engine and boiler seatings - Engines holding down bolts -
 Completion of fitting sea connections 15.9.45
 Completion of pumping arrangements 31.1.46 Boilers fixed - Engines tried under steam 5.12.45 (Basin) 12.2.46 (Sea)
 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 - See Sunderland Report 34350 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 Special Survey of the machinery of this vessel has now been completed in accordance with the recommendations contained in Sunderland Surveyor's Report No 34350 viz - The pumping arrangements and the fire extinguishing system completed, tested out and found satisfactory and minor specification details completed satisfactorily. Spare gear checked over.
 Full power sea trials held 12/2/46 and results found satisfactory.
 The machinery of this vessel is, in my opinion eligible to have notations + L.M.C 2.46. T.S. (O.G.) 25.B. 200lbs/sq. Inlet for Oil Fuel 2.46. Flash point above 150°F.

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	... £	✓	When applied for,
Special	... £	✓	19
Donkey Boiler Fee	... £	✓	When received,
Travelling Expenses (if any)	£	:	19

John Gindley
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned + LMC 2.46
 FITTED FOR OIL FUEL 2.46 FLASH POINT ABOVE 160°F. F.D. O.G.
 FRI. 15 MAR 1946