

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 29-6-1944 When handed in at Local Office 1.7.1944 Port of GLASSGOW  
No. in Survey held at GLASSGOW Date, First Survey 18.12.42 Last Survey 27-6-1944  
Reg. Book (Number of Visits 19)  
on the S.S. "EMPIRE DOMBEY" Tons (Gross 813 (Net 334)  
Built at GLASSGOW By whom built A. J. INGLIS LTD. Yard No. 1227 P When built 1944  
Engines made at CLYDEBANK By whom made HITCHISON BLAIR LTD. Engine No. 261 When made 1944  
Boilers made at GLASSGOW By whom made BARCLAY CURRIE & CO. LTD. Boiler No. 342/24 When made 1944  
Registered Horse Power Owners. How Port belonging to Glasgow  
Nom. Horse Power as per Rule 142 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES  
Trade for which vessel is intended

Engines, &c.—Description of Engines TRIPLE EXPANSION Revs. per minute 95  
Dia. of Cylinders 15"-25 1/2"-41" Length of Stroke 30" No. of Cylinders 3 No. of Cranks 3  
Crank shaft, dia. of journals as per Rule 8.169 Crank pin dia. 8 3/8" Mid. length breadth 16" Thickness parallel to axis 5 1/2"  
as fitted 8 3/8" Crank webs Mid. length thickness 5 1/2" shrunk Thickness around eye-hole 3 1/2" x 3 1/2"  
Intermediate Shafts, diameter as per Rule 7.78 Thrust shaft, diameter at collars as per Rule 8.169  
as fitted 8" as fitted 8 3/8"  
Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 8.68  
as fitted Is the {tube screw} shaft fitted with a continuous liner {yes  
Bronze Liners, thickness in way of bushes as per Rule .92 Thickness between bushes as per Rule .32  
as fitted 19/32" as fitted 17/32" 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  
at If so, state type Length of Bearing in Stern Bush next to and supporting propeller 3'0"  
Propeller, dia. 10'9" Pitch 11'3" No. of Blades 4 Material C.I. whether Moveable No Total Developed Surface 41 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. 2 Diameter 9" Stroke 16 1/2" Can one be overhauled while the other is at work yes  
Feed Pumps {No. and size 2 @ 6" x 7" x 12" Pumps connected to the {No. and size 1 @ 6 1/2" x 7" x 15"  
How driven Steam Main Bilge Line How driven Steam  
Ballast Pumps, No. and size 1 @ 6 1/2" x 7" x 15" Lubricating Oil Pumps, including Spare Pump, No. and size None  
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 1/2" 2 @ 2"  
In Pump Room 1 @ 3" In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 4" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
No. and size 1 @ 3" 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 yes  
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 Below  
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 None How are they protected  
What pipes pass through the deep tanks Have they been tested as per Rule yes  
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 Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2188 #  
Which Boilers are fitted with Forced Draft Main Boiler Which Boilers are fitted with Superheaters  
No. and Description of Boilers 1- Oil fired Multitubular Working Pressure 190 lb./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 yes Main Boilers yes Auxiliary Boilers Donkey Boilers  
(If not state date of approval)

Superheaters General Pumping Arrangements 23-1-43 Oil fuel Burning Piping Arrangements 23-1-43

## SPARE GEAR.

Has the spare gear required by the Rules been supplied yes (List Attached)  
State the principal additional spare gear supplied

The foregoing is a correct description.

HITCHISON BLAIR, LIMITED.

Manufacturer.

A. Thomson DIRECTOR



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Lloyd's Register  
Foundation

004700-004705-0111-09



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

Dates of Examination of principal parts - Cylinders  
Pistons  
Crank shaft  
Tube shaft  
Stern tube  
Completion of fitting sea connections  
Completion of pumping arrangements  
Main boiler safety valves adjusted  
Crank shaft material  
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

The machinery of this vessel has been built under Special Survey in accordance with the Rules and approved plans and the materials and workmanship are good. It has been securely fitted on board the vessel, tested under working conditions and is eligible in our opinion to be classed with record + M.C. 6.44 T.S.C.L. and notation Fitted for oil fuel 6.44 F.P. above 150°F. The requirements of the Specification have been satisfactorily carried out.

The amount of Entry Fee  
Special  
Donkey Boiler Fee  
Travelling Expenses (if any)

When applied for  
When received  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
Assigned