

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 14/10/1942 When handed in at Local Office 14/10/1942 Port of WEST HARTLEPOOL

No. in Survey held at WEST HARTLEPOOL Date, First Survey 14th May, 1942 Last Survey 3rd October, 1942
Reg. Book. (Number of Visits 71)

on the STEEL SCREW STEAMER EMPIRE CENTAUR Tons { Gross 7041.34
Net 5024.18

Built at WEST HARTLEPOOL By whom built WM GRAY & CO LTD Yard No. 1134 When built 1942.

Engines made at WEST HARTLEPOOL By whom made CENTRAL MARINE ENG WORKS Engine No. 1134 When made 1942.

Boilers made at WEST HARTLEPOOL By whom made CENTRAL MARINE ENG. WORKS Boiler No. 1134 When made 1942.

Registered Horse Power 547.5 Owners MINISTRY OF WAR TRANSPORT Port belonging to WEST HARTLEPOOL

Nom. Horse Power as per Rule 510. ✓ 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 *Inverted triple expansion* Revs. per minute *76*
 Dia. of Cylinders *24 1/2 x 39 x 70* Length of Stroke *48* No. of Cylinders *3* No. of Cranks *3*
 Crank shaft, dia. of journals *as per Rule 13.99* Crank pin dia. *14 1/2* Crank webs *Mid. length breadth 2 1/2* Thickness parallel to axis *8 3/4*
as fitted 14 1/2 Mid. length thickness *8 3/4* Thickness around eye-hole *6 1/4*
 Intermediate Shafts, diameter *as per Rule 13.32* Thrust shaft, diameter at collars *as per Rule 13.99*
as fitted 13 5/8 *as fitted 14 1/4*
 Tube Shafts, diameter *as per Rule 14.84* Is the *tube* shaft fitted with a continuous liner *yes*
as fitted 15 1/4 *screw*
 Bronze Liners, thickness in way of bushes *as per Rule 7.53* Thickness between bushes *as per Rule 5.56* Is the after end of the liner made watertight in the
as fitted 8.12 *2 1/2*
 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 *One length*
 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 *no* Is an approved Oil Gland or other appliance fitted at the after end of the tube
 shaft *no* If so, state type *no* Length of Bearing in Stern Bush next to and supporting propeller *5-1*
 Propeller, dia. *18-3* Pitch *16-6* No. of Blades *4* Material *CAST IRON* whether Moveable *no* Total Developed Surface *110* sq. feet
 Feed Pumps worked from the Main Engines, No. *2* Diameter *4* Stroke *28* Can one be overhauled while the other is at work *yes*
 Bilge Pumps worked from the Main Engines, No. *2* Diameter *4* Stroke *28* Can one be overhauled while the other is at work *yes*
 Feed Pumps { No. and size *2 @ 9 1/2 x 7 x 21, 1 @ 9 1/2 x 7 x 21, 1 @ 9 1/2 x 7 x 21* Pumps connected to the { No. and size *2 @ 4 x 28, 1 @ 10 x 11 x 10 Duple, 1 @ 9 1/2 x 7 x 21* SINGLEX
 { How driven *INDEPENDENT STEAM* Main Bilge Line { How driven *MAIN ENGINE* INDEPENDENT STEAM
 Ballast Pumps, No. and size *1 @ 10 x 11 x 10 Duple* Lubricating Oil Pumps, including Spare Pump, No. and size *1*
 Are two independent means arranged for circulating water through the Oil Cooler *no* Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room *4 @ 3" 1 @ 5"* In Holds, &c. *N°1. 2 @ 3" N°2. 2 @ 3" N°3. 2 @ 3" B.L.R.M. 2 @ 3"*
ENG RM. 2 @ 3" N°4. 2 @ 3" N°5. 2 @ 3" TUNNEL WELL 1 @ 2 1/2"
 Main Water Circulating Pump Direct Bilge Suctions, No. and size *1 @ 9"* Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size *1 @ 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 *On reservoir* 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 *below*
 Are they each fitted with a Discharge Valve always accessible on the *reservoir* *plating of the vessel* *yes* Are the Blow Off Cocks fitted with a spigot and brass covering plate *yes*
 That Pipes pass through the bunkers *Forward bilge pipes* How are they protected *wood ceiling*
 That 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 *yes* Is it fitted with a watertight door *no* worked from *no*

AIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 7248 sq
Which Boilers are fitted with Forced Draft yes Which Boilers are fitted with Superheaters yes
No. and Description of Boilers 3 single ended multitubular Working Pressure 220 lbs
S A REPORT ON MAIN BOILERS NOW FORWARDED? yes
S A DONKEY BOILER FITTED? no If so, is a report now forwarded? -
in the donkey boiler be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting 9-5-41 Main Boilers 19-2-41 Auxiliary Boilers — Donkey Boilers —
(If not state date of approval)
Superheaters — General Pumping Arrangements — Oil fuel Burning Piping Arrangements —

SPARE GEAR.

as the spare gear required by the Rules been supplied.....yes.
 ate the principal additional spare gear supplied.....

The foregoing is a correct description.

FOR THE CENTRAL MARINE ENGINE WORKS

(W. Gray & Co. Ltd.)

Manufacturer.

W. H. Saunders
GENERAL MANAGER.

~~GENERAL MANAGER.~~

004394-004404-0140

