

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 31/12/43 When handed in at Local Office 31/12/43 Port of NEWCASTLE-ON-TYNE

No. in Survey held at Wallsend Date, First Survey 3rd February 1943 Last Survey 31st December 1943
Reg. Book (Number of Visits 46)

on the SS "EMPIRE BERESFORD" Tons (Gross Net)

Built at Sunderland By whom built Sir J. Laing & Sons Ltd Yard No. 763 When built 1943-12

Engines made at Wallsend By whom made N.E. Marine Eng Co (1938) Ltd Engine No. 3060 When made 1943

Boilers made at " By whom made " Boiler No. 3066 When made 1943

Registered Horse Power 774 Owners Ministry of War Transport Port belonging to Sunderland

Nom. Horse Power as per Rule 674 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

Trade for which vessel is intended Carrying Petroleum in bulk

ENGINES, &c.—Description of Engines

Dia. of Cylinders 27 44 76 Length of Stroke 51 No. of Cylinders 3 No. of Cranks 3 Revs. per minute 85

Crank shaft, dia. of journals 15.2 as per Rule 15.2 as fitted 15.2 Crank pin dia. 16 Crank webs HP-LP 9 7/8 Mid. length breadth 2'-3 1/4 Thickness parallel to axis 9 7/8 x 10 1/8

Intermediate Shafts, diameter 14.48 as per Rule 14 3/4 as fitted 14 3/4 Thrust shaft, diameter at collars 15.2 as per Rule 15.2 as fitted 15 3/4

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter 16 as per Rule 16 1/4 as fitted 16 1/4 Is the tube shaft fitted with a continuous liner yes

Bronze Liners, thickness in way of bushes .79 as per Rule .79 as fitted 1 3/16 Thickness between bushes 1 3/16 as per Rule 1 3/16 as fitted 1 3/16 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 yes

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 yes

If two liners are fitted, is the shaft lapped or protected between the liners yes Is an approved Oil Gland or other appliance fitted at the after end of the tube at no If so, state type

Length of Bearing in Stern Bush next to and supporting propeller 5'-5 1/2

Propeller, dia. 18'-3 Pitch 14'-6 No. of Blades 4 Material Brass whether Moveable no Total Developed Surface 131 3/4 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 5" Stroke 27" Can one be overhauled while the other is at work yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 5" Stroke 27" Can one be overhauled while the other is at work yes

Feed Pumps { No. and size 2 @ 12 x 9 x 24 How driven Steam Pumps connected to the Main Bilge Line { No. and size 1 @ 10 x 12 x 12 How driven Steam

Ballast Pumps, No. and size 1 @ 10 x 12 x 12 Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps:—In Engine and Boiler Room 1 Prs 3 1/2" Eng Room 1 Prs 3 1/2" in Boiler Room also also

In Pump Room Main 4" Prs For 12 2 1/2" In Holds, &c. 1 Prs 2" Eng Room 1 Prs 2" in Boiler Room Gutters to Transfer pump

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 10" 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 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 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 none 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 yes worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 10020

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

No. and Description of Boilers 3 SB Working Pressure 220

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 yes

PLANS. Are approved plans forwarded herewith for Shafting Standard Main Boilers 27.11.42 Auxiliary Boilers Donkey Boilers

(If not state date of approval) Similar Vessels Superheaters 16.5.42 General Pumping Arrangements 27.11.42 Oil fuel Burning Piping Arrangements 26.11.42

SPARE GEAR.

Has the spare gear required by the Rules been supplied yes

State the principal additional spare gear supplied

The foregoing is a correct description.

John Neill

Manufacturer.

DIRECTOR.



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004512-004519-0080

THE NORTH-EASTERN MARINE ENGINEERING CO. (MADE IN ENGLAND)

1943

Dates of Survey while building

During progress of work in shops - - FEB. 3.4.11.15.19.26 MAR. 8.12.19.24.24 APR. 8.21.27. MAY. 10.13.17. JUNE 2.8. SEPT. 6.9. OCT. 15.25.26.27.28.

During erection on board vessel - - - NOV. 2.3.4.5.9.11.12.17.22.24.25.26.27.30. DEC. 3.4.8.16.21.

Total No. of visits 46

Dates of Examination of principal parts—Cylinders 27.3.43 Slides 13.5.43 Covers 27.3.43

Pistons 13.5.43 Piston Rods 13.5.43 Connecting rods 13.5.43

Crank shaft 26.3.43 Thrust shaft 29.3.43 Intermediate shafts 9.9.43

Tube shaft ✓ Screw shaft 9.9.43 Propeller 9.9.43

Stern tube 6.9.43 10.9.43 Engine and boiler seatings 17-11.43 Engines holding down bolts 17-11.43

Completion of fitting sea connections 10.9.43

Completion of pumping arrangements 16.12.43 Boilers fixed 17-11.43 Engines tried under steam 3.4.21/12/43

Main boiler safety valves adjusted 4.12.43 Thickness of adjusting washers P 8 1/32 Spt 4 C 5 7/8 Spt 3/32 S 5 1/32 Spt 7/32

Crank shaft material Steel Identification Mark 7911 CP 26.3.43 Thrust shaft material Kek 29.3.43 Identification Mark 1402 CP

Intermediate shafts, material Identification Marks 862 CP Kek 9.9.43 Tube shaft, material ✓ Identification Mark ✓

Screw shaft, material Identification Mark Kek 9.9.43 Steam Pipes, material steel Test pressure 660 lbs Date of Test Various

Is an installation fitted for burning oil fuel yes ✓ Is the flash point of the oil to be used over 150° F. yes ✓

Have the requirements of the Rules for the use of oil as fuel been complied with yes ✓

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. yes ✓ If so, state name of vessel Standard Tankers.

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery has been constructed & installed under Special Survey in accordance with the approved Plans, the Requirements of the Rules & the Specification

The materials & workmanship are good & the machinery proved satisfactory under working conditions at quay.

The machinery is eligible in my opinion to have the Record + LMC 12.43. - 3 SB Spt - Rkt FD. CL.

Fitted for oil fuel 12.43 FP above 150° F.

NEWCASTLE-ON-TYNE

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	£ 6 : 0 : 0	When applied for, 19 JAN 1944
Special + 25%	£ 135 : 17 : 6	
Donkey Boiler Fee	£ : : :	When received, 19
Travelling Expenses (if any)	£ : : :	

R. Moffatt
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 21 JAN 1944

Committee's Minute

Assigned + LMC 12.43
J.D. C.

