

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 19... When handed in at Local Office 19... Port of Hull

No. in Survey held at Selby & Hull Date, First Survey 29. 6. 45. Last Survey 17. 6. 1946. (Number of Visits 25.)

Reg. Book on the EMPIRE NINA A/M 5 1154 Tons Gross 296 Net Nil

Built at Selby By whom built Buchanan & Sons Ltd. Yard No. 1304 When built 1946

Engines made at Providence, Rhode Is. USA By whom made Franklin Machine & Foundry Co. Engine No. 1022 When made 1944

Boilers made at Greenock By whom made Kincaid Boiler No. 282 When made 1946

Registered Horse Power 109 Owners Ministry of War Transport Port belonging to Hull

Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ade for which vessel is intended Joining Services

GINES, &c.—Description of Engines Triple Expansion Recip. Stm. In USA Cst No. B 2327 Revs. per minute 130

No. of Cylinders 12 20 33 Length of Stroke 24 No. of Cranks 3 No. of Cranks 3

ank shaft, dia. of journals 7 3/4 Crank pin dia. 7 3/4 Mid. length breadth 15 1/4 Thickness parallel to axis 5

Intermediate Shafts, diameter 6 5/8 Thrust shaft, diameter at collars 8 1/2

Tube Shafts, diameter 8 Is the tube shaft fitted with a continuous liner No

Bronze Liners, thickness in way of bushes Thickness between bushes Is the after end of the liner made watertight in the propeller boss

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

shaft Yes If so, state type NEWARK Length of Bearing in Stern Bush next to and supporting propeller 2'-7 1/2"

Propeller, dia. 9'-0" Pitch 9'-6" No. of Blades 4 Material C.I. whether Moveable No Total Developed Surface 31.5 sq. feet

Feed Pumps worked from the Main Engines, No. NONE Diameter Stroke Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. NONE Diameter Stroke Can one be overhauled while the other is at work

Feed Pumps No. and size Two 7' x 5' x 12" Pumps connected to the Main Bilge Line No. and size 7 1/2' x 5' x 6' 3' Ejector 9' 12' x 9' x 12'

How driven IND. STM. IND. STM. See How driven

Ballast Pumps, No. and size ONE 7 1/2' x 5' x 6' AS ABOVE Lubricating Oil Pumps, including Spare Pump, No. and size Two 4' x 2 1/2' x 4' TWO ONE HANDPUMP

Are two independent means arranged for circulating water through the Oil Cooler ONE ONLY Suctions, connected both to Main Bilge Pumps and Auxiliary

Bilge Pumps:—In Engine and Boiler Room ER 3-2 1/2" & 1-3" BR 2-2 1/2"

In Pump Room In Holds, &c. 1-2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-4" Independent Power Pump Direct Suctions to the Engine and/or Boiler 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

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 ABOVE

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 Part of ER. Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 1786 sq. ft.

Which Boilers are fitted with Forced Draft SINGLE BOILER Which Boilers are fitted with Superheaters NONE

No. and Description of Boilers ONE SINGLE END CYLINDRICAL MULT Working Pressure 220 lb.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes. BC Certificate

IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? YES

Can the donkey boiler be used for other than domestic purposes

PLANS. Are approved plans forwarded herewith for Shafting 25.7.44 Main Boilers 14.9.42 Auxiliary Boilers Donkey Boilers

(If not state date of approval)

Superheaters General Pumping Arrangements 19.7.44 Oil fuel Burning Piping Arrangements 11.5.45.

SPARE GEAR.

Has the spare gear required by the Rules been supplied YES

State the principal additional spare gear supplied As per Specification.

The foregoing is a correct description.

Manufacturer.



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005194-005209-0196

F. NINA

During progress of work in shops -- { *See American Bureau of Shipping*
 Certificate N^o B-2327.

Dates of Survey while building { *1945 May 29 JUN 7 SEP 14, 17, 25, 31. DEC 28*
 During erection on board vessel --- { *1946 JAN 7, 9, 11, 15, 16, 18, 23, 25, 30. FEB 5, 20, 28, MAR 5, 14, 18, 27. Apr 17,*
 Total No. of visits. *25.*

Dates of Examination of principal parts—Cylinders _____ Slides _____ Covers _____
 Pistons _____ Piston Rods _____ Connecting rods _____
 Crank shaft _____ Thrust shaft _____ Intermediate shafts _____
 Tube shaft _____ Screw shaft _____ Propeller _____
 Stern tube _____ Engine and boiler seatings _____ Engines holding down bolts _____
 Completion of fitting sea connections _____
 Completion of pumping arrangements _____ Boilers fixed _____ Engines tried under steam _____
 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 _____ 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 main engines and boiler for this vessel, supplied by Admiralty from reserve stock have been installed by Amos Smith L^t. & Co in accordance with the Specifications, the Secretary's letters and the Rules.

The workmanship and materials appear to be good.

The machinery has been tried under working conditions and found satisfactory on completion of all tests.

Eligible in my opinion to be recorded in the Register Book

LMC (R) 4.46 OG. T. 3 Cy. 12", 20", 33" - 24" MN 109. 15B 220
3CJ, HS 1786 J - FD. Fitted for oil fuel FP above 150°F.

The amount of Entry Fee	...	£	3	:	0	} When applied for, 17 APR 194819.....
Special FIT - OUT.	...	£	5	:	9		
25% SPEC.							
Donkey Boiler Fee	...	£	1	:	7/3		} When received,
Travelling Expenses (if any)	£	:	:	:	:19.....	

W. L. Shields.

Engineer Surveyor to Lloyd's Register of Shipping

Date..... FRI. 17 MAY 1946

(The Committee's Minute..... LMC 4.46
FUEL 4.46 FLAM POINT ABOVE 1000. F.D. O.G.

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