

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 23/1/42 When handed in at Local Office 24/1/42 Port of GLASGOW 11 MAY 1942
 No. in Survey held at Pailey Date, First Survey 7 2: 41 Last Survey 15/1/1942
 Reg. Book. on the Mag "Empire Spruce" Tons { Gross Net
 Built at Thorne By whom built R. Dunston Ltd Yard No. 364 When built 1942
 Engines made at Pailey By whom made McKie & Baxter Ltd Engine No. 1333 When made 1942
 Boilers made at Glasgow By whom made John Thompson & Sons Boiler No. 5166 When made 1941
 Registered Horse Power Owners Port belonging to
 Net Horse Power as per Rule 85 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 140
 Dia. of Cylinders 12-20-32 Length of Stroke 22 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 6.44 Crank pin dia. 6 1/2 Crank webs Mid. length breadth ✓ Thickness parallel to axis 4 1/8
 as fitted 6 1/2 Mid. length thickness ✓ shrunk Thickness around eye-holes 2 13/16 journal 2 1/8 pins
 Intermediate Shafts, diameter as per Rule 6.13 Thrust shaft, diameter at collars as per Rule 6.44
 as fitted 6 1/4 as fitted 6 1/2
 Tube Shafts, diameter as per Rule 7.12 Is the tube shaft fitted with a continuous liner { no
 as fitted ✓ Screw Shaft, diameter as fitted 7 1/8
 Bronze Liners, thickness in way of bushes as per Rule ✓ Thickness between bushes 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
 shaft yes If so, state type Newark Length of Bearing in Stern Bush next to and supporting propeller 29
 Propeller, dia. 8'-3" Pitch 10'-0" No. of Blades 4 Material best iron whether Moveable Solid Total Developed Surface 24 sq. feet
 Feed Pumps worked from the Main Engines, No. one Diameter 2 1/2 Stroke 12 Can one be overhauled while the other is at work ✓
 Bilge Pumps worked from the Main Engines, No. one Diameter 2 1/2 Stroke 12 Can one be overhauled while the other is at work ✓
 Feed Pumps { No. and size Pumps connected to the { No. and size
 How driven Main Bilge Line 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 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 mud-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 stokehold 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
 That Pipes pass through the bunkers How are they protected
 That 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 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 1356
 Is Forced Draft fitted yes No. and Description of Boilers 1-Single Ended Working Pressure 200 lbs
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? No.
 IS A DONKEY BOILER FITTED? If so, is a report now forwarded?

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.

Is the spare gear required by the Rules been supplied
 Is the principal additional spare gear supplied yes as per attached list.

The foregoing is a correct description.

FOR MCKIE & BAXTER, LIMITED,

Manufacturer.

DIRECTOR



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Lloyd's Register
Foundation

005756-005778-0055

1941 Feb: 7 May 21 June 12-26 July 38-16-31 Sep: 2-10-20-29 Oct 6-16-25-27-29 Nov
During progress of work in shops - - - 14-7-18 Dec: 15-22-30 (1942) Jan: 7-13-14-15
Dates of Survey while building During erection on board vessel - - -
Total No. of visits 27

Dates of Examination of principal parts - Cylinders 10-9, 27-10-41 Slides 29-10-41 Covers 10-9, 27-10-41
Pistons 2-9-41 Piston Rods 29-10-41 Connecting rods 29-10-41
Crank shaft 6-10-41, 24-12-41 (FR) Thrust shaft 15-12, 7-1-42 Intermediate shafts 15-12, 7-1-42
Tube shaft - Screw shaft 15-12, 7-1-42 Propeller 7-1-42
Stern tube 7-1-42 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 O.H. Steel Identification Mark NO 10347 Thrust shaft material O.H. Steel Identification Mark NO 419
Intermediate shafts, material O.H. Steel Identification Marks NO 419 Tube shaft, material - Identification Mark -
Screw shaft, material Steel Identification Mark T 12-11-41 Steam Pipes, material - Test pressure - Date of Test -
Is an installation fitted for burning oil fuel No 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 No 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 R. Dunston Yard No 361

General Remarks (State quality of workmanship, opinions as to class, &c.) This engine has been constructed under Special Survey in accordance with the Rules requiring approved plans, & also in accordance with the specifications. The workmanship & materials are good. The engine has been dispatched to Hull for installation in Messrs. Richard Dunston Yard No 364.

Are coupling bolts supplied, or is vessel intended only for short voyages? Yes
Tug for Harbour & short sea service

The amount of Entry Fee £ 2 : - :
Special 2/5-7/21-5 8 : 10 :
Donkey Boiler Fee 1 : 2 : 2/6
Travelling Expenses (if any) £ : :
When applied for, 3 FEB 1942
When received, 19

Committee's Minute GLASGOW 3 FEB 1942
Assigned Deferred

R. J. Easthope & J. P. Gibbons
Engineer Surveyor to Lloyd's Register of Shipping.

FRL 15 MAY 1942