

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 19 SEP 1942 When handed in at Local Office 19 SEP 1942 Port of Hull Received at London Office 14 SEP 1942

No. in Survey held at Hull Date, First Survey 25.6.42 Last Survey 26.8.1942
Reg. Book (Number of Visits 9)

on the single screw "EMPIRE TOBY"

Built at Thorne By whom built Richard Dunston Ltd. Yard No. T 376 Tons { Gross 129 Net 112
When built 1942

Engines made at Wigan By whom made Worsley Meanes Engine No. 9951 When made
Boilers made at Stockton By whom made Stockton Chemical Engineers - Boiler No. 6584 When made
Registered Horse Power Owners Ministry of War Transport Port belonging to

Nom. Horse Power as per Rule 85 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which vessel is intended Towing Service

ENGINES, &c.—Description of Engines.

Dia. of Cylinders as per Rule Length of Stroke No. of Cylinders No. of Cranks Revs. per minute

Crank shaft, dia. of journals as fitted Crank pin dia. Rpt. No. 118131 Mid. length breadth Thickness parallel to axis
Crank webs shrunk Mid. length thickness Thickness around eye-hole

Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as fitted

Tube Shafts, diameter as fitted Screw Shaft, diameter as fitted Is the { tube screw } shaft fitted with a continuous liner {

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 at YES If so, state type NEWARK Is an approved Oil Gland or other appliance fitted at the after end of the tube

Propeller, dia. Pitch No. of Blades Material N° 118131 Length of Bearing in Stern Bush next to and supporting propeller 29" whether Moveable Total Developed Surface sq. feet

Feed Pumps worked from the Main Engines, No. Stroke Can one be overhauled while the other is at work

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

Feed { No. and size One 6" x 4 1/2" x 10 Pumps connected to the { No. and size One 5" x 3 1/2" x 6" How driven Ind. Stm. Main Bilge Line How driven Ind. Stm.

Ballast Pumps, No. and size None 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 One each of 2" dia. also direct suction - see below

In Pump Room Bunker tunnel One of 2" dia. In Holds, &c. Fore and aft compartment, one each of 2" dia. Peak fitted with drain valve, controlled from upper deck

Main Water Circulating Pump Direct Bilge Suctions, No. and size One of 3 1/2" dia Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size F. & B. Spaces, one each of 2 1/2" dia

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 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 above worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 1367 sq. ft.

Which Boilers are fitted with Forced Draft main only boiler Which Boilers are fitted with Superheaters None

No. and Description of Boilers 1SB Working Pressure 200 lb.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

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

Can the donkey boiler be used for domestic purposes only Yes

PLANS. Are approved plans forwarded herewith for Shafting 29.11.39 Main Boilers 16.7.41 Auxiliary Boilers Donkey Boilers

Superheaters General Pumping Arrangements 17.3.41 Oil fuel Burning Piping Arrangements

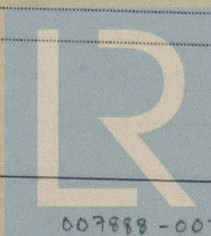
SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied See attached list.

The foregoing is a correct description.

Manufacturer.



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EMPIRE TOBY

During progress of work in shops - - - *Sailed Rpt. No. 118131*

Dates of Survey while building { 1942 June 25. July 4. 7.9.20. Aug 11.14.25.26. } *EMPIRE TOBY*

During erection on board vessel - - - { } *EMPIRE TOBY*

Total No. of visits *9*

Dates of Examination of principal parts - Cylinders *4.7.42* Slides *4.7.42* Covers *4.7.42*

Pistons *4.7.42* Piston Rods *4.7.42* Connecting rods *4.7.42*

Crank shaft *4.7.42* Thrust shaft *4.7.42* Intermediate shafts *4.7.42*

Tube shaft *4.7.42* Screw shaft *4.7.42* Propeller *4.7.42*

Stern tube *4.7.42* Engine and boiler seatings *4.7.42* Engines holding down bolts *20.7.42*

Completion of fitting sea connections *4.7.42*

Completion of pumping arrangements *25.8.42* Boilers fixed *20.7.42* Engines tried under steam *26.8.42*

Main boiler safety valves adjusted *25.8.42* Thickness of adjusting washers *P 1/2 S 3/8*

Crank shaft material Identification Mark *4.7.42* Thrust shaft material Identification Mark *4.7.42*

Intermediate shafts, material Identification Mark *4.7.42* Tube shaft, material Identification Mark *4.7.42*

Screw shaft, material Identification Mark *4.7.42* Steam Pipes, material *Steel* Test pressure *600* Date of Test *11.8.42*

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 *Empire Imp.*

General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel has been constructed and fitted on board under Special Survey in accordance with the approved plans, the Society's Rules and the Specification. The workmanship and materials are good and when tried under steam the installation was found satisfactory in every respect and is eligible in my opinion to have the record of * LMC 8.42. OG. and the notation T. 3 cy. 12", 20", 32" - 22 200 lb., 85 NHP. 15B. 2 cy. G.S. 3605. HS 1367. F.D.

The amount of Entry Fee	£	:	:	When applied for,
Special Com. F.E.	£	6 - 16 - 9	19	SEP 1942
Donkey Boiler Fee	£	:	:	When received,
Travelling Expenses (if any)	£	:	:	19

FRL 18 SEP 1942

Committee's Minute

Assigned

L. S. Shields

Engineer Surveyor to Lloyd's Register of Shipping.



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