

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.

Date of writing Report 7-7-42. When handed in at Local Office 11 SEP 1942. Port of HULL
 No. in Survey held at Reg. Book on the STEAM TUG "EMPIRE MEADOW"
 Date, First Survey 8-12-41. Last Survey 18-8-1942.
 (Number of Visits 50.)
 Built at GAINSBOROUGH By whom built J. Watson (Gainsborough) Ltd. Yard No. 1528. When built 1942
 Engines made at HULL By whom made Chas. D. Holmes & Co. Engine No. 1604. When made 1942
 Boilers made at W. HARTLEPOOL By whom made Central Marine Eng. Works Boiler No. R.344. When made 1942
 Registered Horse Power Owners The Ministry of War Transport Port belonging to
 Nom. Horse Power as per Rule 177. Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted YES
 Trade for which vessel is intended

ENGINES, &c.—Description of Engines Triple Expansion Contract Revs. per minute 116
 Dia. of Cylinders 16"-26"-43" Length of Stroke 30" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 8-8" as fitted 9 1/8" Crank pin dia. 9 1/8" Mid. length breadth Thickness parallel to axis 5 1/2"
 as fitted 8-375" Crank webs Mid. length thickness shrunk Thickness around eye-hole 4 1/8"
 Intermediate Shafts, diameter as per Rule 8 3/8" as fitted 8 3/8" Thrust shaft, diameter at collars as per Rule 8-8" as fitted 9 1/8"
 Tube Shafts, diameter as per Rule None as fitted None Screw Shaft, diameter as per Rule 9-7" as fitted 9 1/8" Is the tube screw shaft fitted with a continuous liner No.
 Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule 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.
 If so, state type NEWARK No. 1. Length of Bearing in Stern Bush next to and supporting propeller 42".
 Propeller, dia. 11'-0" Pitch 11'-8" No. of Blades 4 Material C.I. whether Moveable No. Total Developed Surface 46 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 18" Can one be overhauled while the other is at work Yes.
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 18" Can one be overhauled while the other is at work Yes.
 Feed Pumps No. and size One 7"x5"x6" Duplex Pumps connected to the Main Bilge Line No. and size 2@3"x18" One 7"x7"x8" Duplex
 How driven Independent Man How driven Main Eng. Independent Man
 Ballast Pumps, No. and size One 7"x7"x8" Duplex Lubricating Oil Pumps, including Spare Pump, No. and size None
 Are two independent means arranged for circulating water through the Oil Cooler NONE Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps:—In Engine and Boiler Room 2@2" and 2@2 1/2". In Holds, &c. One @ 2" Dia in:—Five peak. Ford. Bilge. At Peak
 In Pump Room
 Main Water Circulating Pump Direct Bilge Suctions, No. and size One 5 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size One @ 2 1/2" Bl. R. One @ 2 1/2" 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 OR ON EN STEEL 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.
 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 None Is it fitted with a watertight door. worked from.

MAIN BOILERS, &c.—(Letter for record 5.) Total Heating Surface of Boilers 7778 sq. ft.
 Which Boilers are fitted with Forced Draft All. Which Boilers are fitted with Superheaters None
 No. and Description of Boilers One S.B. Working Pressure 210 lb/sq. in.
 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.
 PLANS. Are approved plans forwarded herewith for Shafting 3-1-41. Main Boilers 8-8-40. Auxiliary Boilers. Donkey Boilers.
 (If not state date of approval)

Superheaters None General Pumping Arrangements 1-11-40 Oil fuel Burning Piping Arrangements None

SPARE GEAR.

Has the spare gear required by the Rules been supplied. Yes.
 State the principal additional spare gear supplied As Specified.

The foregoing is a correct description.

FOR CHARLES D. HOLMES & CO., LTD.

W.R. Evans

Manufacturer.



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EMPIRE MEADOW

During progress of work in shops -- 1941 Dec 8. 13. 28. 29. 1942 Feb. 19. Mar 20. 24. Apr. 3. 13. 21. May 1. 8. 15. 16. 18. 22. 30.
 Dates of Survey while building During erection on board vessel -- June 2. 3. 5. 6. 12. 15. 20. 29. 30. July 2. 9. 15. 16. 17. 18. 20. 21. 22. 23. 24. 25. 30. Aug 4. 5. 6. 7.
 Total No. of visits 50.

Dates of Examination of principal parts—Cylinders 18/5/42 2/6/42 30/5/42 Slides 12/6/42 Covers 18/5/42 2/6/42 30/5/42
 Pistons 5/6/42 12/6/42 Piston Rods 27/3/42 13/4/42 Connecting rods 5/6/42
 Crank shaft 21/4/42 Thrust shaft 27/3/42 Intermediate shafts 3/4/42
 Tube shaft ✓ Screw shaft 29/12/42 Propeller 28-12-41
 Stern tube 17/12/41 Engine and boiler seatings 19/2/42 Engines holding down bolts 17/7/42
 Completion of fitting sea connections 19/2/42
 Completion of pumping arrangements 30/7/42 Boilers fixed 17/7/42 Engines tried under steam 30.7.42 12.8.42
 Main boiler safety valves adjusted 30.7.42 Thickness of adjusting washers 30.7.42 15.8.42
 Crank shaft material M.S. Identification Mark 7172. Journal 7173. AEG 17/2/42 7174. AEG 17-2-42 JS 1633
 Intermediate shafts, material M.S. Identification Marks 7175 AEG 17/2/42 JS 31/3/42 Thrust shaft material M.S. Identification Mark 27.3.42
 Screw shaft, material M.S. Identification Mark 6567 AEG 8-12-41 Tube shaft, material None Identification Mark —
 Steam Pipes, material STEEL Test pressure 63.8 Date of Test 25.7.42
 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 No
 Is this machinery duplicate of a previous case Yes If so, state name of vessel S. Tug. EMPIRE BIRCH. Hull No. 51472.

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

The Machinery of the Vessel has been constructed in accordance with the approved plans, the Rules and the Specification, of tested material made by firms accredited by the Society.

The Workmanship and materials are good.

The Machinery and auxiliaries have been fitted as laid out, and when tried under steam at as sea full power as practicable in the basin were found satisfactory in every respect: eligible for record of *LMC 8.42. O.G.

T 3 cyl. 16", 26", 43" — 30". 177 NHP 15B 210 lb 3 cf.
 GS 64. HS 2,778 F.D.

Certificate to be sent to

The amount of Entry Fee ... £ : : When applied for, 10 SEP 1942
 Special ... £ 36 : 16 : When received,
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : : 19.

Committee's Minute TUE. 15 SEP 1942

Assigned J. Philson W. S. Shields



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