

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 4-6-42 1942, When handed in at Local Office 8 JUL 1942 19 Port of HULL  
 No. in Survey held at HULL Date, First Survey 5-12-41 Last Survey 2-6-1942  
 Reg. Book. on the Steam Tug EMPIRE GOBLIN (Number of Visits 40.) Tons { Gross 277 Net nil  
 Built at SELBY By whom built Cochran & Sons Ltd. Yard No. 1244. When built 1942  
 Engines made at HULL By whom made Amos & Smith Ltd. Engine No. 706. When made  
 Boilers made at HULL By whom made Amos & Smith Ltd. Boiler No. 705. When made  
 Registered Horse Power Owners Ministry of War Transport. Port belonging to  
 Nom. Horse Power as per Rule 132 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 Revs. per minute 122  
 Dia. of Cylinders 15"-25"-42" Length of Stroke 17" No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 8.05" Crank pin dia. 8 1/4" Crank webs Mid. length breadth 15 1/2" Thickness parallel to axis 5 1/4"  
 as fitted 8 1/4" Mid. length thickness 5 1/2" shrunk Thickness around eye-hole 3 7/8"  
 Intermediate Shafts, diameter as per Rule 7.66" Thrust shaft, diameter at collars as per Rule 8.05"  
 as fitted 8" as fitted 8 1/4"  
 Tube Shafts, diameter as per Rule NONE Screw Shaft, diameter as per Rule 8.86" Is the { tube screw } shaft fitted with a continuous liner { No }  
 as fitted NONE as fitted 9 1/4"  
 Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the  
 as fitted 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 38 1/2"  
 Propeller, dia. 10'-0" Pitch 11'-9" No. of Blades 4 Material C1. whether Moveable Solid Total Developed Surface 38 sq. feet  
 Feed Pumps worked from the Main Engines, No. 2 Diameter 2 3/4" Stroke 15" Can one be overhauled while the other is at work Yes  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 3/4" Stroke 15" Can one be overhauled while the other is at work Yes  
 Feed Pumps { No. and size One 6" x 4 1/4" x 6" Pumps connected to the { No. and size One Duplex 6" x 4 1/4" x 6" 2 3/4" x 15" 2nd: M.C. Pump. Above  
 How driven Independent Steam Main Bilge Line How driven Independent Steam  
 Ballast Pumps, No. and size 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 Room 2 @ 2 1/2" & 2 @ 3" dia. Boiler Room 2 @ 2 1/2" dia.  
 In Pump Room APT. 1 @ 2" dia. In Holds, &c. F.P.T. 1 @ 2" dia. Fore hold 1 @ 2" dia. Aft hold 1 @ 2" dia.

Main Water Circulating Pump Direct Bilge Suctions, No. and size One @ 5" Dia. Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size Two @ 3" Included above 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  
 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 Engine Room  
 MAIN BOILERS, &c. (Letter for record S. 1) Total Heating Surface of Boilers 2390 sq. ft.  
 Is Forced Draft fitted No No. and Description of Boilers One S.B. Working Pressure 200 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?

PLANS. Are approved plans forwarded herewith for Shafting 28-7-41 Main Boilers 3-7-41 Auxiliary Boilers None Donkey Boilers None  
 (If not state date of approval)  
 Superheaters General Pumping Arrangements 3/9/42 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.  
 For AMOS & SMITH LTD.

A. P. Fenwick  
 DIRECTOR

Manufacturer.



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Lloyd's Register  
Foundation

008393-008400-0204



# EMPIRE GOBLIN.

During progress of work in shops -- 1941. Dec. 5. 19. 1942. Jan. 14. 17. 23. 31. Feb. 2. 3. 5. 6. 13. 21. 23. 24. 27.  
 Mar. 3. 5. 9. 10. 13. 16. 23. 26. 27. Apr. 20. May 4. 5. 6. 9. 13. 14. 19. 20.  
 During erection on board vessel --- 21. 22. 26. 27. 28. 29. June 2.  
 Total No. of visits 40.

Dates of Examination of principal parts—Cylinders 5/2/42. 2 1/2/42. 3 1/2/42. Slides 1 3/2/42. Covers 5/2/42. 2 1/2/42. 3 1/2/42.  
 Pistons 2 1/2/42. Piston Rods 2 1/2/42. Connecting rods 2 1/2/42.  
 Crank shaft 2/3/42. Thrust shaft 6/2/42. Intermediate shafts 5/12/41.  
 Tube shaft None. Screw shaft 5/12/41. Propeller 17-1-42.  
 Stern tube 14-1-42. Engine and boiler seatings 14/5/42. Engines holding down bolts 24/5/42.  
 Completion of fitting sea connections 17/1/42.  
 Completion of pumping arrangements 29/5/42. Boilers fixed 14/5/42. Engines tried under steam 27/5/42.  
 Main boiler safety valves adjusted 27. 5. 42. Thickness of adjusting washers P 5/16 S 11/32.  
 Crank shaft material M.S. Identification Mark 270 EP. 7/2/41. Pin 1509 J.S. 27-2-42. Thrust shaft material M.S. Identification Mark 416 WK. 13/1/42. 1509 J.S.  
 Intermediate shafts, material M.S. Identification Marks 415 WK. 194. LT. 13. 1. 42. Tube shaft, material None. Identification Mark ✓.  
 Screw shaft, material MS Identification Mark 11. 11. 41. Steam Pipes, material S.D. STEEL Test pressure 600 lb. Date of Test 21/5/42.  
 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 SY. Tug. EMPIRE FAIRY. ✓

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

The Machinery of this Vessel has been constructed in accordance with the approved plans, the Specification, the Society's Rules.

The Workmanship is good. The Material are good, Vaxed, and supplied by firms approved by the Society.

The Machinery & auxiliaries have been fitted aboard and when tried under steam at as near full power as practicable in the basin were found satisfactory in every respect.

The Vessel is eligible, in our opinion, when classed, to have the records of \* LMC. 6, 42. and O.G. and the notation T. 3 Cy. 15", 25", 42" — 27".

NHP. 200 CB 15.B. 3 Cy. G.S. 63 #. H.S. 2390.

The amount of Entry Fee ... £ 3 : :  
 Special Supervision of Spec. ... £ 33 : 5 :  
 Donkey Boiler Fee ... £ : :  
 Travelling Expenses (if any) £ : :  
 When received, 19.

FRI 14 AUG 1942

Committee's Minute

Assigned

W.S. Shireas  
 Engineer Surveyor to Lloyd's Register of Shipping.



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