

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 1942 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 277 Gross 277 Net ni
 Built at SELAY By whom built Cochrane & Co. 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 132 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 27" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 8.05" as fitted 8 1/4" Crank pin dia. 8 1/4" Mid. length breadth 15 1/2" Thickness parallel to axis 5 1/4"
 as fitted 8 1/4" Crank webs 5 1/2" shrunk Mid. length thickness 5 1/2" Thickness around eye-hole 3 3/4"
 Intermediate Shafts, diameter as per Rule 7.66" as fitted 8" Thrust shaft, diameter at collars as per Rule 8.05" as fitted 8 1/4"
 Tube Shafts, diameter as per Rule NONE as fitted NONE Screw Shaft, diameter as per Rule 8.86" as fitted 9 1/4" Is the into 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 Yes
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Yes
 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 Yes
 If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft Yes Length of Bearing in Stern Bush next to and supporting propeller 38 1/2"
 If so, state type NEWARK

Propeller, dia. 10'-0" Pitch 11'-9" No. of Blades 4 Material C.I. 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" Incl:
 How driven Independent Steam Main Bilge Line { How driven Independent Steam M.C. Pump Above
 Ballast Pumps, No. and size None 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 Bulk Rom 2 @ 2 1/2" dia
 In Pump Room Yes In Holds, &c. F.P.T. 1 @ 2" dia Fore hold 1 @ 2" dia Aft hold 1 @ 2" dia
A.P.T. 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" dia Are all the Bilge Suction Pipes in holds and tunnel well filled 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 None
 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 Yes Is it fitted with a watertight door Yes worked from Engine Room

MAIN BOILERS, &c. - (Letter for record S.) Total Heating Surface of Boilers 2390 sq. ft.
 Is Forced Draft fitted No No. and Description of Boilers One S.B. Working Pressure 200 lbs. sq. in.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? None
 Is the donkey boiler intended to be used for domestic purposes only None

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 Yes General Pumping Arrangements 3/9/42 Oil fuel Burning Piping Arrangements Yes

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. Crawley
 DIRECTOR

Manufacturer.



EMPIRE GOBLIN.

Dates of Survey while building

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 2/2/42 3/2/42 Slides 13/2/42 Covers 5/2/42 2/2/42 3/2/42
 Pistons 2/2/42 Piston Rods 2/2/42 Connecting rods 2/2/42
 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 & Jambs 1509 JS 27-2-42 Thrust shaft material M.S. Identification Mark 6.2.42
 Intermediate shafts, material M.S. Identification Marks 415.WK. 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 the Vessel has been constructed in accordance with the approved plans, the Specification, the Society's Rules.

The Workmanship is good. The Material are good, Vatted, 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 L.M.C. 6,42. and O.G. and the notation T. 30y. 15". 25". 42" — 27".

NHP. 200 lb 15.R. 3 cf. 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.

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

FRI 14 AUG 1942

Committee's Minute

John B. 6.42

Assigned



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