

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office. 14 MAY 1943

Date of writing Report 14.5.1943 When handed in at Local Office 5.5.1943 Port of Nuce
 No. in Survey held at Nuce Date, First Survey 18.12.42 Last Survey 3.5.1943
 Reg. Book 18555 (Number of Visits 13)
 on the Star Line S.S. EMPIRE JOAN Tons { Gross 203
 Net NIL
 Built at Selly Suce By whom built Cochran & Sons Ltd. Yard No. 1262 When built 1943
 Engines made at Paisley By whom made McKie & Baxter L. Engine No. 1336 When made "
 Boilers made at Nuce By whom made Amos Smith Ltd. Boiler No. 719 When made "
 Registered Horse Power " Owners Ministry of War Transport Port belonging to "
 Nom. Horse Power as per Rule 106 Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted YES
 Trade for which vessel is intended Tram Service

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 125
 Dia. of Cylinders 13 3/4", 24", 38" Length of Stroke 24" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 7.298 Crank pin dia. 7 5/8" Crank webs 11 3/4" Thickness parallel to axis 4 7/8"
as fitted 7 5/8" Mid. length breadth 4 7/8" shrunk 3 7/8"
as per Rule 6.942 Mid. length thickness 4 7/8" Thickness around eye-hole 3 7/8"
 Intermediate Shafts, diameter as per Rule 7.298 Thrust shaft, diameter at collars as per Rule 7 5/8"
as fitted NONE as fitted 7 5/8" 7 1/2" away from collar
 Tube Shafts, diameter as per Rule 8 1/4" Is the { tube } shaft fitted with a continuous liner { YES
as fitted 35/64" as fitted 8 1/4" screw }
 Bronze Liners, thickness in way of bushes as per Rule 27/64" Thickness between bushes as per Rule 1/2" Is the after end of the liner made watertight in the
as fitted 9/16" as fitted 1/2" 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 ✓
 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
 at ✓ If so, state type ✓ Length of Bearing in Stern Bush next to and supporting propeller 2' 9"
 Propeller, dia. 10' 1 1/2" Pitch 10' 0" No. of Blades 4 Material C.I. whether Moveable NO Total Developed Surface 38 sq. feet
 Feed Pumps worked from the Main Engines, No. One Diameter 3 1/4" Stroke 12" Can one be overhauled while the other is at work ✓
 Bilge Pumps worked from the Main Engines, No. One Diameter 3 1/4" Stroke 12" Can one be overhauled while the other is at work ✓
 Feed { No. and size Two 6" x 8 1/2" x 13" Pumps connected to the { No. and size One 3 1/4" x 12" One 6" x 6" x 6" (duplex)
 Pumps { How driven Ind. Mtn. Main Bilge Line { How driven ME Ind. Mtn.
 Ballast Pumps, No. and size One 6" x 6" x 6" (duplex) Lubricating Oil Pumps, including Spare Pump, No. and size NONE
 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 Ind. B.R. one 2 1/2", A.P.T. one 2 1/2", Ind. B.R. one 2 1/2", A.P.T. one 2 1/2"
 In Pump Room ENG. ROOM - ONE 2" x 4" HANDPUMP In Holds, &c. F.P.T. one 2", A.P.T. one 2", FOREHOLD one 2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 4 3/4" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size Two 2 1/2" 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 Part of E.R. Is it fitted with a watertight door ✓ worked from ✓

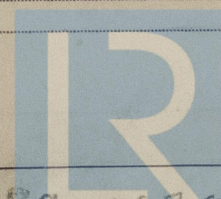
MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 1950 ft
 Which Boilers are fitted with Forced Draft None Which Boilers are fitted with Superheaters None
 No. and Description of Boilers 1 SE Working Pressure 200 lb.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? ✓
 Can the donkey boiler be used for domestic purposes only ✓
 PLANS. Are approved plans forwarded herewith for Shafting 7.2.41 Main Boilers 19.5.42 Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval) 6.6.41
 Superheaters ✓ General Pumping Arrangements 21.9.42 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.

Manufacturer.



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008789-08795-0338

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E. JOAN

During progress of work in shops -- { }
Dates of Survey while building { }
During erection on board vessel --- { }
Total No. of visits 13
Dates of Examination of principal parts—Cylinders 1942 DEC 18, 29. 1943 MAR 10, 23. AP 2, 5, 9, 13, 16, 20, 22, 28. May 3.
Pistons Piston Rods Slides Covers
Crank shaft Thrust shaft Intermediate shafts
Tube shaft Screw shaft Propeller 29.12.42.
Stern tube 18.12.42 Engine and boiler seatings 10.3.43 Engines holding down bolts 5.4.43.
Completion of fitting sea connections 29.12.42
Completion of pumping arrangements 23.4.43 Boilers fixed 5.4.43 Engines tried under steam 23.4.43.
Main boiler safety valves adjusted 23.4.43 Thickness of adjusting washers P 3/8 S 3/8
Crank shaft material F.I. S.C. Identification Mark DB 7-10-41 Thrust shaft material F.I. S.C. Identification Mark 1538, AE, 29.12/42.
Intermediate shafts, material Identification Marks LLOYDS No 11189. Tube shaft, material Identification Mark
Screw shaft, material F.I. S.C. Identification Mark HAI 5.3.42 Steam Pipes, material Steel Test pressure 600lb Date of Test 9.4.43
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 DABBY' HULL REPORT No

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

The machinery of this vessel has been constructed & installed under Special Survey in accordance with the Rule requirements and approved plans.
The materials and workmanship are good.
The machinery has been tried under working conditions and found satisfactory in every respect and is eligible in my opinion to be classed with record of $\frac{1}{2}$ LMC 4.43. CL. and notation of T 3 cyl. 13 $\frac{3}{4}$, 24, 38 - 24" NHP 106, 1 SE. 3 cf. 200lb GS 50.6 H 1950 lb

The amount of Entry Fee	£ 15 :	When applied for, 19
Special (last M.)	£ 18 :	18
Donkey Boiler Fee	£ 6 :	12
Travelling Expenses (if any)	£ :	19

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

FRI. 28 MAY 1943

Committee's Minute

Assigned + LMC 5.43
CL



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