

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 29-3-1943 When handed in at Local Office 30-3-1943 Port of GLASGOW
 No. in Survey held at Paisley Date, First Survey 8.7.1941 Last Survey 26-3-1943
 Reg. Book Sheep (Number of Visits 31)
 on the Sheep EMPIRE JOAN Tons { Gross 203
 Built at Selby By whom built Messrs. Buchanan & Sons Ltd. Yard No. 1262 When built 1943
 Engines made at Paisley By whom made Messrs. McKie & Baxter Engine No. 1336 When made 1943
 Boilers made at Hull By whom made Messrs. Smith Boiler No. 719 When made 1943
 Registered Horse Power 106 Owners 249-8 Port belonging to 249-8
 Nom. Horse Power as per Rule 106 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted -
 Trade for which vessel is intended Towing

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 91
 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 4.298" Crank pin dia. 7 5/8" Crank webs Mid. length breadth 11 3/4" Thickness parallel to axis 4 7/8"
 as fitted 7 5/8" Mid. length thickness 4 7/8" shrunk Thickness around eye-hole 3 7/16"
 Intermediate Shafts, diameter as per Rule 6.942" Thrust shaft, diameter at collars as per Rule 7.298"
 as fitted as fitted
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the screw shaft fitted with a continuous liner yes
 as fitted 35 5/16" as fitted 8 1/4" as per Rule 27/64"
 Bronze Liners, thickness in way of bushes as per Rule 9 1/16" Thickness between bushes as per Rule 1 1/2" 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 One length
 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. - 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. - Pitch - No. of Blades - Material - whether Moveable - Total Developed Surface - sq. feet
 Feed Pumps worked from the Main Engines, No. 1 Diameter 3 1/4" Stroke 12" Can one be overhauled while the other is at work -
 Bilge Pumps worked from the Main Engines, No. 1 Diameter 3 1/4" Stroke 12" Can one be overhauled while the other is at work -
 Feed Pumps { No. and size 2-6" x 8 1/2" x 13" Pumps connected to the { No. and size -
 How driven Steam Main Bilge Line { How driven -
 Ballast Pumps, No. and size 1-6" x 6" x 6" (Duplex) 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 -
 In Pump Room - In Holds, &c. -
 Main Water Circulating Pump Direct Bilge Suctions, No. and size - Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size - Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes -
 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 -
 Are all Sea Connections fitted direct on the skin of the ship - Are they fitted with Valves or Cocks -
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates - Are the Overboard Discharges above or below the deep water line -
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel - Are the Blow Off Cocks fitted with a spigot and brass covering plate -
 What Pipes pass through the bunkers - How are they protected -
 What pipes pass through the deep tanks - 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 -
 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 - Is the Shaft Tunnel watertight - Is it fitted with a watertight door - worked from -

MAIN BOILERS, &c.—(Letter for record -) Total Heating Surface of Boilers 1950 sq. ft.
 Which Boilers are fitted with Forced Draft Natural draught Which Boilers are fitted with Superheaters -
 No. and Description of Boilers 1- S. E. Working Pressure 200 lbs/sq. in.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? See Hull Report
 IS A DONKEY BOILER FITTED? - 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 yes Main Boilers See Hull Report Auxiliary Boilers - Donkey Boilers -
 (If not state date of approval)
 Superheaters - General Pumping Arrangements - Oil fuel Burning Piping Arrangements -

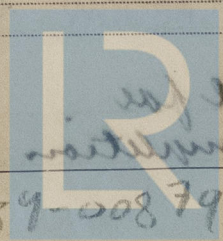
SPARE GEAR.

Has the spare gear required by the Rules been supplied yes
 State the principal additional spare gear supplied -

The foregoing is a correct description.

FOR MCKIE & BAXTER LIMITED

Manufacturer.



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Lloyd's Register
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008789-008795-0234

1941 Jul 8-31 Sep 20-29 Oct 6-15-29 Nov 4 1942 Feb 16-23 Mar 5-12-26 May 5-19-22 Jun 1-11 Aug 12 Sep 2
During progress of work in shops - - -
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits

Dates of Examination of principal parts—Cylinders 14-10-42; 16-12-42 Slides 2-9-42 Covers 12-8-42
Pistons 11-6-42 Piston Rods 2-9-42 Connecting rods 11-6-42
Crank shaft 12-8-42, 20-1-43 Thrust shaft - Intermediate shafts -
Tube shaft - Screw shaft 14-10-42; 10-12-42 Propeller -
Stern tube 10-12-42 Engine and boiler seatings - Engines holding down bolts -
Completion of fitting sea connections -
Completion of pumping arrangements - Boilers fired - Engines tried under steam -
Main boiler safety valves adjusted - Thickness of adjusting washers -
Crank shaft material O. H. Steel Identification Mark 440YDS 4A15-3-42 Thrust shaft material - Identification Mark -
Intermediate shafts, material - Identification Marks - Tube shaft, material - Identification Mark -
Screw shaft, material O.H. Steel Identification Mark 440YDS 4A15-3-42 Steam Pipes, material - Test pressure - Date of Test -
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 - 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 46 Rpt No 66850

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery of this vessel has been constructed under Special Survey in accordance with the Rule Requirements, & approved plans. The materials & workmanship are good. The machinery has been forwarded to Hull, for installation in a vessel building by Messrs Cochrane & Sons Ltd, Selby Yard No 1262 A/M.S. 504 & will be eligible in our opinion for record of + LMC (date) when it has been satisfactorily fitted on board, & tried under working conditions

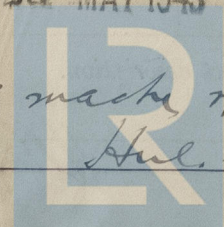
The amount of Entry Fee ... £ 3 : - : When applied for, 6 APR 1943
Special 2/5 g/s ... £ 10 : 12 :
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ : : 10

R. J. Easthope
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 6 APR 1943

Assigned Repair for completion

FRI. 28 MAY 1943



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