

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 16th MAY 1946 When handed in at Local Office17th MAY 1946 Port of

GREENOCK

No. in Survey held at PORT GLASGOW

Date, First Survey 2nd OCT. 1946. Last Survey 13th MAY 1946.

Reg. Book.

(Number of Visits 22)

Gross 294.83

on the

"EMPIRE RITA" SING SE. TUG

Net 262.17

Built at PORT GLASGOW

By whom built FERGUSON BROS (P'G'LS) L^{td}

Yard No. 378

When built 1946

Engines made at do

By whom made do

Engine No. 378

When made 1946

Boilers made at GREENOCK

By whom made RANKIN & BLACKMORE

Boiler No. 5094

When made 1946

Registered Horse Power

Owners M.O.W.T.

Port belonging to

GLASGOW.

Nom. Horse Power as per Rule 154

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 124

Dia. of Cylinders 15" - 25½" - 42"

Length of Stroke 27"

No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals as per Rule 8.043"

Crank pin dia. 8.25"

Crank webs

Mid. length breadth 15¾"

Thickness parallel to axis 5½"

as fitted 8.25"

as per Rule 7.66"

Mid. length thickness 5½"

shrunken

Thickness around eye-hole 3½"

Intermediate Shafts, diameter as fitted 8"

as per Rule 8.86"

Thrust shaft, diameter at collars as fitted 8.25"

as per Rule 8.043"

as fitted 8.25"

Tube Shafts, diameter as fitted

Screw Shaft, diameter as fitted 9.25"

Is the tube

shaft fitted with a continuous liner

No

Bronze Liners, thickness in way of bushes as per Rule

as fitted

Thickness between bushes 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

Length of Bearing in Stern Bush next to and supporting propeller 3'-2"

Propeller, dia. 10'-0" Pitch 11'-6"

No. of Blades 4

Material CI

whether Moveable No

Total Developed Surface 38 sq. feet

Feed Pumps worked from the Main Engines, No. None

Diameter 3"

Stroke 15"

Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. 2

Diameter 3"

Stroke 15"

Can one be overhauled while the other is at work

Feed Pumps No. and size Two 6'-8½" 13"

How driven Steam

Pumps connected to the Main Bilge Line

No. and size 2 Duplex 1-7½"-5" 1-12"-9"

How driven Steam

Ballast Pumps, No. and size 1.75 x 5 x 6

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 Four @ 2½"

In Pump Room

In Holds, &c. One @ 2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size One @ 5½"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size One @ 3"

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 the Overboard Discharges above or below the deep water line

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

Are the Blow Off Cocks fitted with a spigot and brass covering plate

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

How are they protected

Have they been tested as per Rule

What Pipes pass through the bunkers

What pipes pass through the deep tanks

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 5)

Total Heating Surface of Boilers 24000 sq. ft.

Which Boilers are fitted with Forced Draft

Which Boilers are fitted with Superheaters

No. and Description of Boilers One cylindrical

Working Pressure 200 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

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

Main Boilers

Auxiliary Boilers

Donkey Boilers

(If not state date of approval)

Superheaters

General Pumping Arrangements 27/6/45

Oil fuel Burning Piping Arrangements 27/6/45

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

The foregoing is a correct description.

Ferguson Bros (P'G'LS) LTD.

MANAGING DIRECTOR

Manufacturer.

© 2021

Lloyd's Register

Foundation

009667-009673-0207

(1945) OCT. 2-23 NOV. 23 DEC. 4-11. (1946) JAN. 8-15 23-29 FEB. 1-8 11 MAR 5-12-25.
 During progress of work in shops - - APL. 18-25-30 MAY. 7-9-13.
 Dates of Survey while building During erection on board vessel - -
 Total No. of visits 22.

Dates of Examination of principal parts—Cylinders 15/1/46 Slides 15/1/46 Covers 15/1/46
 Pistons 15/1/46 Piston Rods 4/12/45 Connecting rods 4/12/45
 Crank shaft 4/12/45 Thrust shaft 4/12/45 Intermediate shafts 4/12/45
 Tube shaft ✓ Screw shaft 4/12/45 Propeller 4/12/45
 Stern tube 4/12/45 Engine and boiler seatings 11/12/45 Engines holding down bolts 18/4/46
 Completion of fitting sea connections 11/12/45
 Completion of pumping arrangements 9/5/46 Boilers fixed 8/1/46 Engines tried under steam 30/4/46 & 9/5/46
 Main boiler safety valves adjusted 7/5/46 Thickness of adjusting washers P. 3/8" S 1/32"
 Crank shaft material SMS Identification Mark L9 9485 Thrust shaft material SMS Identification Mark L9 9703
 Intermediate shafts, material SMS Identification Marks L9 9707 Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material SMS Identification Mark L9 9706 Steam Pipes, material SD copper Test pressure 400 lbs. Date of Test 19/3/46
 Is an installation fitted for burning oil fuel Yes ✓ Is the flash point of the oil to be used over 150°F. Yes ✓
 Have the requirements of the Rules for the use of oil as fuel been complied with Yes ✓
 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 FRIEDA" GRK of N° 23237.

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

This machinery has been built under Special Survey in accordance with the Rules & approved plans. The M.O.W.T. specifications & plans have been supervised. The materials & workmanship are sound & good. It has been efficiently installed in the vessel & tested on a sea trial at full power with satisfactory results.
 It is eligible in my opinion to be classed in the Register Book with record + LMC 5-46 with Notation Screw shaft O.G. 15E boiler 200 lbs/ "FD. fitted for oil fuel FP above 150°F.

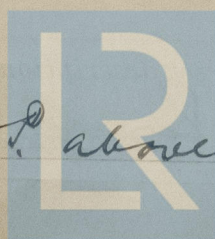
The amount of Entry Fee ... £ 3 : 0 :
 ENG + 25% Special ... £ 19 : 5 :
 INSTAL Donkey Boiler Fee ... £ 9 : 12 : 6
 Travelling Expenses (if any) £ : :
 When applied for, 17th MAY 1946.
 When received, 19

Charles J Hunter
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 21 MAY 1946

Assigned -/- Lmc 5.46

Fitted for oil fuel 5.46 F.P. above 150°F



© 2021

Lloyd's Register
 Foundation