

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 16th MAY 1946 When handed in at Local Office 17th 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. on the "EMPIRE RITA" SING S. TUA (Number of Visits 22.)

Built at PORT GLASGOW By whom built FERGUSON BROS (P^{TE} 615) L^D 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" - 25 1/2" - 42" Length of Stroke 27" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 8.043" as fitted 8.25" Crank pin dia. 8.25" Crank webs Mid. length breadth 15 3/4" Thickness parallel to axis 5 1/2" Mid. length thickness 5 1/2" shrunk Thickness around eye-hole 3 5/8"

Intermediate Shafts, diameter as per Rule 7.66" as fitted 8" Thrust shaft, diameter at collars as per Rule 8.043" as fitted 8.25"

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 8.86" 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 per Rule 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 shaft Yes If so, state type NEWARK 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 Stroke 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 Yes

Feed Pumps No. and size Two 6-8 1/2 / 13" How driven Steam Pumps connected to the Main Bilge Line No. and size 2 Duplex 1-7 1/2-5 / 6 1-12-9 / 12 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 @ 2 1/2" In Pump Room In Holds, &c. One @ 2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size One @ 5 1/2" **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 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 Valves

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 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 Engine room 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 Yes 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? 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 Yes Main Boilers Yes 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

See separate list

The foregoing is a correct description.

FERGUSON BROS (P^{TE} 615) LTD.
 MANAGING DIRECTOR

Manufacturer.



© 2021

Lloyd's Register Foundation

009667-009673-0207

(1945) OCT. 2-23 NOV. 23 DEC. 4-11 (1946) JAN. 8-10 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" 5 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 SDCoppu 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 Screwshaft O.G. 15E boiler 200 lbs/2" F.D. 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

Certificate to be sent to Greenock
 The Surveyors are requested not to write on or below the space for Committee's Minute.