

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office - 2 AUG 1941

Date of writing Report 31/7/41 When handed in at Local Office 31/7/41 Port of WEST HARTLEPOOL
 No. in Survey held at WEST HARTLEPOOL Date, First Survey 14th August, 1940 Last Survey 29th July 1941
 Reg. Book. on the S.S. "EMPIRE SEDGE" (Number of Visits 73)
 Tons } Gross 2852.41
 Net 1579.51
 Built at WEST HARTLEPOOL By whom built WM. GRAY & CO. LTD Yard No. 1117 When built 1941
 Engines made at WEST HARTLEPOOL By whom made CENTRAL MARINE ENG. WRKS. Engine No. 1117 When made 1941
 Boilers made at WEST HARTLEPOOL By whom made CENTRAL MARINE ENG. WRKS. Boiler No. 1117 When made 1941
 Registered Horse Power Owners MINISTRY OF WAR TRANSPORT Port belonging to WEST HARTLEPOOL
 Nom. Horse Power as per Rule 255 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Trade for which Vessel is intended Ocean going

ENGINES, &c.—Description of Engines INVERTED TRIPLE EXPANSION Revs. per minute 80
 Dia. of Cylinders 20" x 33" x 55" Length of Stroke 39" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 11" Crank pin dia. 11 1/2" Crank webs Mid. length breadth 16" Thickness parallel to axis 6 3/8"
 as fitted 11 1/2" Mid. length thickness 6 3/8" shrunk Thickness around eye-hole 4 3/8"
 Intermediate Shafts, diameter as per Rule } same Thrust shaft, diameter at collars as per Rule 11"
 as fitted } Screw Shaft, diameter as per Rule 11 1/8" Is the { tribe } shaft fitted with a continuous liner { yes
 Tube Shafts, diameter as per Rule same as fitted 12" { screw }
 Bronze Liners, thickness in way of bushes as per Rule 657 Thickness between bushes as per Rule 492 Is the after end of the liner made watertight in the
 as fitted 11 1/2" as fitted 11 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 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
 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 no If so, state type Length of Bearing in Stern Bush next to and supporting propeller 4' 0"
 Propeller, dia. 15' 3" Pitch 15' 6" No. of Blades 4 Material cast iron whether Moveable no Total Developed Surface 72 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 26" Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 3 1/2" Stroke 26" Can one be overhauled while the other is at work yes
 Feed Pumps { No. and size 2 @ 3" DIA x 26" } Pumps connected to the { No. and size 1 @ 10" x 11" x 10", 1 @ 8" x 6" x 15" } 2 @ 3 1/2" DIA x 26"
 How driven MAIN ENGINE INDEPENDENT STEAM Main Bilge Line How driven INDEPENDENT STEAM MAIN ENGINE
 Ballast Pumps, No. and size 1 @ 10" x 11" x 10" 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 3 @ 3", 1 @ 4" In Holds, &c. N°1. 2 @ 3 1/2" N°2. 2 @ 3" BOILER ROOM 2 @ 3"
 In Pump Room ENGINE ROOM 1 @ 3"

MAIN WATER CIRCULATING PUMP DIRECT BILGE SUCTIONS, No. and size 1 @ 6" **Independent Power Pump Direct Suctions to the Engine Room Bilges,**
 No. and size 1 @ 4" 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 ON RESERVOIRS 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 MAN BELOW REST 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 Bilge pipes How are they protected Wood ceiling
 What pipes pass through the deep tanks N°1 Hold Bilge 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 worked from

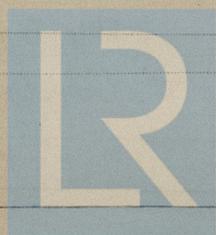
MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 3530 sq ft
 Which Boilers are fitted with Forced Draft Both Which Boilers are fitted with Superheaters none
 No. and Description of Boilers Two single ended multibular Working Pressure 200 lbs / sq in.
IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
IS A DONKEY BOILER FITTED? no If so, is a report now forwarded?
 Can the donkey boiler be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting yes Main Boilers yes Auxiliary Boilers no Donkey Boilers no
 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 spare propeller carried on board.

The foregoing is a correct description,
 FOR THE CENTRAL MARINE ENGINE WORKS,
 (20, CANAL CO. ST.)
 J. H. GEARNS
 GENERAL MANAGER.

Manufacturer.



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1940. Aug. 14. Sept. 6. Oct. 22. Nov. 4. 1941. Jan. 2. 14. 21. Feb. 4. 20. 26. March 11. 13. 19. 26. 28. April 1. 7. 10. 15

Dates of Survey while building During erection on board vessel - - - Total No. of visits 73

Dates of Examination of principal parts - Cylinders 11-3-41 - 3-6-41 Slides 26-5-41 Covers 26-5-41
Pistons 26-5-41 Piston Rods 26-5-41 Connecting rods 26-5-41
Crank shaft 16-5-41 - 6-6-41 Thrust shaft 22-5-41 - 6-6-41 Intermediate shafts
Tube shaft Screw shaft 29-5-41 - 12-6-41 Propeller 16-6-41
Stern tube 16-6-41 Engine and boiler seatings 28-5-41 Engines holding down bolts 26-6-41
Completion of fitting sea connections 28-5-41
Completion of pumping arrangements 22-7-41 Boilers fixed Engines tried under steam 23-7-41
Main boiler safety valves adjusted 22-7-41 Thickness of adjusting washers
Crank shaft material INHOT STEEL Identification Mark 5230 AEG. Thrust shaft material INHOT STEEL Identification Mark 5261 AEG.
Intermediate shafts, material NONE Identification Marks Tube shaft, material NONE Identification Mark
Screw shaft, material SCRAP IRON Identification Mark 1051H.A.O. Steam Pipes, material SP STEEL Test pressure 600 lbs Date of Test 27-6-41
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 S.S. "EMPIRE HURST", RPH 18162.

General Remarks (State quality of workmanship, opinions as to class, &c. See engines and boilers of this vessel have been built under special survey and in accordance with the approved plans and specification. The workmanship and materials have been found good.

Upon completion they were examined under full working conditions and found satisfactory. It is recommended that the machinery of this vessel be classed in the Register Book of M.C. 7.41. 25B F.D. CL.

Table with 2 columns: Fee Type and Amount. Rows include Entry Fee (£ 4 : 0), Special Fee (£ 63 : 5), SUPERVISION Donkey Boiler Fee (£ 15 : 16), and Travelling Expenses (if any) (£ :).

Arthur W. Oxford, Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 8 AUG 1941 + Lmb. 7.41 Assigned J.D. CL.



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