

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 14 MAY 1940 When handed in at Local Office 14 MAY 1940 Port of HULL Received at London Office MAY 15 1940

No. in Survey held at Hull Date, First Survey 29. 3. 40 Last Survey 12. 5. 1940  
 Reg. Book. 28717 on the Single Screw Steamer "EMPIRE GANNET" ex "LOUISIANAN" (Number of Visits 27)

Built at Seattle, Wash. By whom built J. F. Duthie & Co. Yard No.          Tons { Gross 5672  
 Net 3445  
 Engines made at Hamilton, Ohio By whom made Hoover, Owens, Kentschly & Co. Engine No.          When built 1919  
 Boilers made at Portland, Oregon By whom made Willamette Iron Steel Works Boiler No.          When made 1919  
 Registered Horse Power          Owners Ministry of Shipping Port belonging to London  
 Nom. Horse Power as per Rule 550 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted Yes  
 Trade for which Vessel is intended General cargo steamer

**ENGINES, &c.**—Description of Engines Reciprocating Triple Expansion Revs. per minute 78  
 Dia. of Cylinders 24 7/8", 41 1/2", 72" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 13 25/32" Crank pin dia. 14 5/16" Crank webs Mid. length breadth 28" Thickness parallel to axis 9 1/2"  
 as fitted 13 31/32" Mid. length thickness 9 1/2" shrunk Thickness around eye-hole 5 5/8"  
 Intermediate Shafts, diameter as per Rule 13 1/8" Thrust shaft, diameter at collars as per Rule 13 1/32"  
 as fitted 13 1/8" as fitted           
 Tube Shafts, diameter as per Rule          Screw Shaft, diameter as per Rule 14.5" Is the { tube } shaft fitted with a continuous liner { Yes }  
 as fitted          as fitted 15 3/8" { screw }  
 Bronze Liners, thickness in way of bushes as per Rule          Thickness between bushes as per Rule          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           
 If so, state type          Length of Bearing in Stern Bush next to and supporting propeller 5-4"  
 Propeller, dia. 66" Pitch          No. of Blades          Material          whether Moveable          Total Developed Surface          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 4 7/8" Stroke 21" Can one be overhauled while the other is at work Yes  
 Feed Pumps { No. and size          Pumps connected to the { No. and size           
 How driven          Main Bilge Line { How driven           
 Ballast Pumps, No. and size          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 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 near to floor level  
 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 Both  
 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 D.B. Oil fuel tanks used as bunkers How are they protected           
 What pipes pass through the deep tanks No 1 & 2 Ballast & F.O. Suctions + No 1 & 2 Hold Bilge Suctions Have they been tested as per Rule No  
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Boiler mountings accessible  
 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 Yes Is it fitted with a watertight door Yes worked from E.R. Top

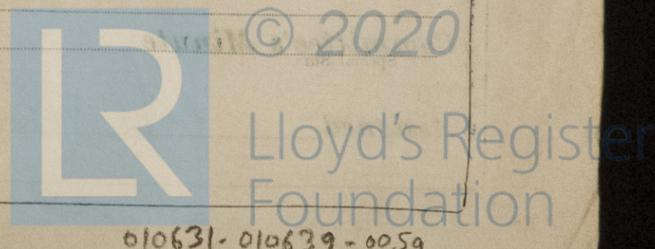
**MAIN BOILERS, &c.**—(Letter for record S) Total Heating Surface of Boilers 8,100 sq. feet  
 Is Forced Draft fitted Yes No. and Description of Boilers 3 cylindrical multitubular Working Pressure 210 lb  
**IS A REPORT ON MAIN BOILERS NOW FORWARDED?** Yes  
**IS A DONKEY BOILER FITTED?** no If so, is a report now forwarded?           
 Is the donkey boiler intended to be used for domestic purposes only           
**PLANS.** Are approved plans forwarded herewith for Shafting          Main Boilers Yes Auxiliary Boilers none Donkey Boilers none  
 Superheaters none 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 One spare screw shaft (ca) see sketch  
Propeller boss & four blades  
One main engine valve spindle  
One pair of top end brasses.

The foregoing is a correct description.

Manufacturer.



Dates of Survey while building:
 

- During progress of work in shops - -
- During erection on board vessel - - -

 Total No. of visits.

No. in Reg. Book. **28717**

Built at  
 Engines made  
 Boilers made  
 Nominal Horsepower

MULTIPLE

Manufacture  
 Total Heating  
 No. and Description

Tested by

Area of Fire

Area of each

In case of damage

Smallest diameter

Smallest diameter

Largest internal

Thickness

long. seams

Percentage of

Percentage of

Thickness of

Material

Length of plates

Dimensions of

End plates in

How are stays

Tube plates:

Mean pitch of

Girders to centre

in each

Tensile strength

Pitch of stays

Front plate

Thickness

Pitch of stay

Main stays:

Diameter

Screw stays

Diameter

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

Dates of Examination of principal parts—Cylinders Slides Covers  
 Pistons Piston Rods Connecting rods  
 Crank shaft Thrust shaft Intermediate shafts  
 Tube shaft Screw shaft Propeller  
 Stern tube Engine and boiler seatings Engines holding down bolts  
 Completion of fitting sea connections  
 Completion of pumping arrangements Boilers fixed Engines tried under steam  
 Main boiler safety valves adjusted **7.5.40** Thickness of adjusting washers **No washers - locking nuts only.**  
 Crank shaft material **Steel** Identification Mark Thrust shaft material **Steel** Identification Mark  
 Intermediate shafts, material **Steel** Identification Marks  Tube shaft, material Identification Mark  
 Screw shaft, material Identification Mark Steam Pipes, material Test pressure Date of Test  
 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 **Settling tanks shut off from deck but no facilities afforded for further examination.**  
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo **In Deck Tank** If so, have the requirements of the Rules been complied with **Yes**  
or No 3 Lower Hold  
 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 If so, state name of vessel

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

Material and workmanship appear good.  
 The particulars of the engines and dimensions of their various parts have been checked as far as practicable and found to agree substantially with First Entry and plans forwarded from London office.

The amount of Entry Fee ... £	:	:	When applied for,
<i>paid</i> Special ... £ <b>20</b>	:	:	19
Donkey Boiler Fee ... £	:	:	When received,
Travelling Expenses (if any) £	:	:	<b>13/6</b> 19 <b>40</b>

**W.S. Shields & A. Clive, Juniors**  
 Engineer Surveyors to Lloyd's Register of Shipping.

Committee's Minute  
 Assigned **See repair rpt - Hull, 50653**

