

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 4 OCT 1943

Date of writing Report 19 When handed in at Local Office 19 Port of Shull
 No. in Survey held at Thorn Shull Date, First Survey 17.5.43 Last Survey 30.8.1943
 Reg. Book. on the Steel Single Screw "EMPIRE LEWIS" (Number of Visits 19) Gross 138
 Tons Net Nil
 Built at Thorn By whom built R. Dunston L^a Yard No. 383 When built 1943
 Engines made at Paisley By whom made McKie & Baxter Engine No. 1339 When made
 Boilers made at Blackburn By whom made Foster, Yate & Thom L^a Boiler No. 6227 When made
 Registered Horse Power Owners Ministry of War Transport Port belonging to
 Nom. Horse Power as per Rule 85 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted Yes
 Trade for which Vessel is intended Towing Services.

ENGINE, &c.—Description of Engines High expansion Revs. per minute 140
 Dia. of Cylinders 12, 20, 32 Length of Stroke 22 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals 6.44 as per Rule 6.13 Crank pin dia. 6.5 Mid. length breadth 9.5 Thickness parallel to axis 4.5
 as fitted 6.5 Crank webs 4.5 Mid. length thickness 4.5 Thickness around eye-hole 2.5 2.5 (pins)
 Intermediate Shafts, diameter as per Rule 6.13 Thrust shaft, diameter at collars as per Rule 6.44
 as fitted 6.5 as fitted 6.5
 Tube Shafts, diameter as per Rule 7.12 Is the tube shaft fitted with a continuous liner no
 as fitted 7.5 as fitted 7.5 Is the screw shaft fitted with a continuous liner no
 Screw Shaft, diameter as per Rule 7.12 as per Rule 7.12
 as fitted 7.5 as fitted 7.5
 Bronze Liners, thickness in way of bushes as per Rule 7.12 Thickness between bushes as per Rule 7.12
 as fitted 7.5 as fitted 7.5 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 Yes
 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 Yes 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 29
 Propeller, dia. 8'-3" Pitch 10'-0" No. of Blades 4 Material C.I. whether Moveable Solid Total Developed Surface 24 sq. feet
 Feed Pumps worked from the Main Engines, No. 1 Diameter 2.5 Stroke 12 Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 1 Diameter 2.5 Stroke 12 Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size One 6 x 4 1/2 x 10 Pumps connected to the { No. and size One 7 1/2 x 5 x 6
 How driven Ind. Str. Main Bilge Line How driven Ind. Str.
 Ballast Pumps, No. and size One 7 1/2 x 5 x 6 Lubricating Oil Pumps, including Spare Pump, No. and size none
 Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room ER 1-2" BR 1-2" also direct suction - submers.
 In Pump Room none In Holds, &c. FPT 1-2" APT 1-2"

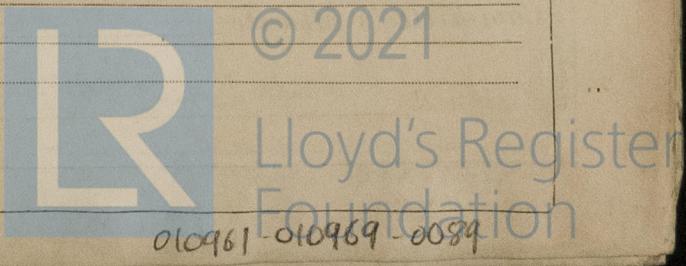
Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-3 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 1-2 1/2" ER 1-2 1/2" BR Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes
 Are the Bilge Suctions in the Machinery Space led from easily accessible mid-boxes, placed above the level of the working floor, with straight fall pipes to the bilges Yes
 Are all Sea Connections fitted direct on the skin of the ship Yes OR ON EW STL BOXES 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 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 Yes
 What pipes pass through the deep tanks NONE 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 PART OF ER Is it fitted with a watertight door Yes worked from Yes

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 1716 #
 Which Boilers are fitted with Forced Draft None Which Boilers are fitted with Superheaters NONE
 No. and Description of Boilers 1SB Working Pressure 200 lb
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? NONE If so, is a report now forwarded? Yes
 Can the donkey boiler be used for domestic purposes only Yes

PLANS. Are approved plans forwarded herewith for Shafting 16.7.42 Main Boilers 10.11.44 Auxiliary Boilers Yes Donkey Boilers Yes
 (If not state date of approval)
 Superheaters Yes General Pumping Arrangements 17.3.41 Oil fuel Burning Piping Arrangements Yes
 SPARE GEAR.
 Has the spare gear required by the Rules been supplied Yes
 State the principal additional spare gear supplied As per Specification

The foregoing is a correct description.

Manufacturer.



If not, state whether, and when, one will be sent?
 Is a Report also sent on the Head of the Ship?
 NOTE.—The words which do not apply should be deleted.
 5c.241. T. (MADE IN ENGLAND.)

Handwritten signature

Handwritten notes

010961 010969 0089

E. LEWIS

During progress of work in shops - -

SEE GLS. RPT. N° 67359.

Dates of Survey while building

1943 - MAY 17, JU. 21, JULY 14, 15, 19, 20, 22, 23, 29, AUG 3, 9, 10, 13, 16, 17

During erection on board vessel - -

18, 23, 26, 30

Total No. of visits

19

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

Main boiler safety valves adjusted

Crank shaft material

Intermediate shafts, material

Screw shaft, material

Identification Mark

Identification Marks

Identification Mark

Thrust shaft material

Tube shaft, material

Identification Mark

Identification Mark

Steam Pipes, material

STEEL

Test pressure

600 lb

Date of Test

9.8.43

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 "E. SERAPH"

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

The machinery of this vessel has been installed under Special Survey in accordance with the Rules requirements, approved plans & Specification. The materials and workmanship are good and machinery found satisfactory in every respect after all tests.

Eligible for record of LMC 8, 43. OG. T 3cy. 12, 29, 32, 22. NHP 85. 15B. 200 lb. 3C. HS 1716 1/2 GS 59 1/2

The amount of Entry Fee ... £ : : When applied for, Special CLASS (P&M) £ 5 : 6/3 : 29 SEP 1943 Donkey Boiler Fee ... £ : : When received, Travelling Expenses (if any) £ : : 19

W.S. Shields

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI 22 OCT 1943

Assigned

+ LMC 8.43 OG



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