

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.

Date of writing Report 19... When handed in at Local Office 19... Port of **DUNDEE**

No. in Survey held at **DUNDEE** Date, First Survey **21st Nov, 1944**. Last Survey **9th Nov. 19 45**.
 Reg. Book (Number of Visits...)
37505 on the **S.S. "EMPIRE FAVOUR"** Tons {Gross **7056** Net **4917**

Built at **DUNDEE** By whom built **Caledon S.B. & E. Co. Ltd.,** Yard No. **411** When built **1945**

Engines made at **Glasgow** By whom made **Duncan Stewart & Co. Engine No. 217** When made **1945**

Boilers made at **Dundee** By whom made **Caledon S.B. & E. Co. Ltd.,** Boiler No. **B.S.100** When made **1945**

Registered Horse Power **2500** Owners **Ministry of War Transport Ltd,** Port belonging to **Dundee**

Nom. Horse Power as per Rule **510** 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 Surface Condensing** Revs. per minute

Dia. of Cylinders Length of Stroke No. of Cylinders No. of Cranks

Crank shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis
 as fitted Mid. length thickness shrunk Thickness around eye-hole

Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule as fitted

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the {tube screw} shaft fitted with a continuous liner {

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, 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 at If so, state type Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet

Feed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Feed Pumps {No. and size **2 off 7"x9 1/2"x21"** Pumps connected to the {No. and size **1 off 7"x9 1/2"x21"** **1 off 10 1/2"-13"-24"** How driven **Steam** Main Bilge Line {How driven **Steam**

Ballast Pumps, No. and size **1 off 10 1/2"-13"-24"** Lubricating Oil Pumps, including Spare Pump, No. and size **None**

Are two independent means arranged for circulating water through the Oil Cooler **None** Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps:—In Engine and Boiler Room **Engine Room 2 off 3" 1 off 3 1/2" Portable To Ballast pump only**

In Pump Room **Tunnel well 1 off 2 1/2"** In Holds, &c. No. **1, 2, 3, 5, & 6 Holds 2 off 3" each hold** **2, 3" in Ballast Room (see also 21248)**

Main Water Circulating Pump Direct Bilge Suctions, No. and size **1 off 9"** Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size **1 off 5"** 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 **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 **BELOW**

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 **Yes** Is it fitted with a watertight door **No** worked from

MAIN BOILERS, &c.—(Letter for record **S**) Total Heating Surface of Boilers **7248 sq. feet**

Which Boilers are fitted with Forced Draft **All Boilers** Which Boilers are fitted with Superheaters **All Boilers**

No. and Description of Boilers **3 S.B.** Working Pressure **220lbs**

IS A REPORT ON MAIN BOILERS NOW FORWARDED? **See Dundee Report No. 9409**

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 **11.4.45** Main Boilers **18.12.42** Auxiliary Boilers **-** Donkey Boilers **-**
 (If not state date of approval)

Superheaters **-** General Pumping Arrangements **11.4.43** 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 **See Glasgow report No. 67087. As per Rule and Specification.**

FOR AND ON BEHALF OF
 THE CALEDON SHIPBUILDING & ENGINEERING CO. LTD.

The foregoing is a correct description.

Henry Main Managing Director Manufacturer.



