

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

APR 2 1940

Date of writing Report 8.3.40 When handed in at Local Office 1 APR 1940 Port of HULL
 in Survey held at Hull Date, First Survey 23.5.39 Last Survey 29.2.1940
 on the SS. Empire HENCHMAN. (Number of Visits 29) Tons { Gross 243 Net 0
 built at Selly By whom built Cockrane & Sons Ltd Yard No. 1206 When built 1940-2
 engines made at Hull By whom made C.D. Holmes Ltd Engine No. 1551 When made do.
 boilers made at do By whom made do Boiler No. do When made do
 registered Horse Power 167 Owners Ministry of Shipping Port belonging to London
 net Horse Power as per Rule 144 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 trade for which Vessel is intended Tramping Services

ENGINES, &c.—Description of Engines Triple Expansion, Surface Condensing Revs. per minute 118
 No. of Cylinders 15 1/2 - 26 - 42 Length of Stroke 30" No. of Cranks 3 No. of Cranks 3
 Crank shaft, dia. of journals 8.482 as per Rule 8.578 Crank pin dia. 8.578 Crank webs shrunk Mid. length breadth " Thickness parallel to axis 5 1/2"
 as fitted 8.578 Mid. length thickness " Thickness around eye-hole 3 13/16"
 Intermediate Shafts, diameter 8.078 as per Rule 8 1/4" Thrust shaft, diameter at collars 8.482 as per Rule 8 5/8"
 as fitted 8 1/4" as fitted 8 5/8"
 Screw Shafts, diameter 9.368 as per Rule 9 5/8" Is the { tube } shaft fitted with a continuous liner { no }
 as fitted 9 5/8" as fitted 9 5/8" { screw }

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
 as fitted as fitted as fitted as fitted
 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 so, state type Cedural Is an approved Oil Gland or other appliance fitted at the after end of the tube yes

Propeller, dia. 10'9" Pitch 11'4 1/2" No. of Blades 4 Material C.I. whether Moveable Solid Total Developed Surface 44 sq. feet
 Pumps worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 18" Can one be overhauled while the other is at work yes
 Pumps worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 18" Can one be overhauled while the other is at work yes

Bilge Pumps, No. and size One 7" x 5" x 6" Pumps connected to the Main Bilge Line { No. and size One 8 x 9 x 8 } How driven Independent Steam Ejector yes
 How driven Independent Steam Lubricating Oil Pumps, including Spare Pump, No. and size None
 Two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary
 Pumps;—In Engine and Boiler Room 3 2 1/2" dia. 1 oil fuel way suction 2 2" dia. 2 ejector suction 1 1/2" x 1 1/2"
 Pump Room Shop space 1 1/2" dia. In Holds, &c. Fore peak 1 1/2" dia. Caft peak 1 1/2" dia.
 Store room 1 1/2" dia.

Water Circulating Pump Direct Bilge Suctions, No. and size One 2 1/2" dia. Independent Power Pump Direct Suctions to the Engine Room Bilges,
 and size The above Steam Ejector 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
 All Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks yes
 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
 Pipes pass through the bunkers none How are they protected yes
 Pipes pass through the deep tanks none Have they been tested as per Rule yes
 All Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes
 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 none Is it fitted with a watertight door yes worked from yes

BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2650 sq. ft.
 Forced Draft fitted no No. and Description of Boilers One S.B. Working Pressure 200 lb/10"
 A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 A DONKEY BOILER FITTED? no If so, is a report now forwarded? yes
 Is a donkey boiler intended to be used for domestic purposes only yes

Are approved plans forwarded herewith for Shafting yes Main Boilers 11.4.39 Auxiliary Boilers yes Donkey Boilers yes
 (If not state date of approval)
 General Pumping Arrangements 17.7.39 Oil fuel Burning Piping Arrangements 12.12.39 + 7-2-40

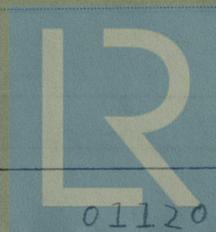
SPARE GEAR.

Is the spare gear required by the Rules been supplied yes
 What is the principal additional spare gear supplied C.I. Propeller, 1 Safety valve spring, 5 Plain boiler tubes, 10 Condenser tubes, 15 " Ferrules

The foregoing is a correct description.

[Signature]

Manufacturer.



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Lloyd's Register

011207-011215-0049

PILLARS, No. in 't
 " " in E
 " " " "

Centre Line
 Stiffeners and
 Plating, thick
 STRINGERS AND
 Uppermost C
 Stringer Plate
 " "
 " Angl

Thickness of
 in way of
 Thickness of
 in way of
 Thickness of
 If Sheathed, 1
 Second Deck
 Stringer Plate

STRAKES.

KEEL

Bottom Plating,
 of Strakes 2.....

BILGE PLATING, No
 Strakes 1.....

SIDE PLATING, No
 Strakes 1.....

UPPER DECK, Sh
 strake in Wells.

UPPER DECK, Sh
 strake in Bridge

STRAKE BELOW Sh
 strake in Wells..

STRAKE BELOW Sh
 strake in Bridge

POOP SIDE PLATING

BRIDGE SIDE PLATING

FORECASTLE SIDE PLATING

Total No. of W.T

Extend

As per

MIDSHIP BULKHEAD

" "

" "

" "

COLLISION

AFTER PEAK

Manu
 STEEL.

Has tl

During progress of work in shops - - 1939. MAR 23, JUN 20, 27, JUL 10, 12, 20, 25, 31, AUG 3, 15, 22, 24, SEP 15, 16, 20, 27, NOV 7, 15, 29
 Dates of Survey while building - - DEC 14, 15, 18, 21, 1940. JAN 2, 14, 18, FEB 29, 29
 During erection on board vessel - -
 Total No. of visits 29

Dates of Examination of principal parts—Cylinders 25-7-39 Slides 24-9-39 Covers 24-8-39
 Pistons 24-8-39 Piston Rods 24-9-39 Connecting rods 24-9-39
 Crank shaft 31-7-39 Thrust shaft 25-7-39 Intermediate shafts 10-7-39
 Tube shaft 31-7-39 Screw shaft 31-7-39 Propeller 29-7-39
 Stern tube 29-7-39 Engine and boiler seatings 29-7-39 Engines holding down bolts 7-11-39
 Completion of fitting sea connections 29-7-39
 Completion of pumping arrangements 12-1-40 Boilers fixed 20-9-39 Engines tried under steam 12-1-40
 Main boiler safety valves adjusted 12-1-40 Thickness of adjusting washers 5 3/8" Pat 13/32"
 Crank shaft material Steel Identification Mark 1426.R.S. Thrust shaft material Steel Identification Mark 1426.R.S.
 Intermediate shafts, material Steel Identification Marks 1426.R.S. Tube shaft, material Steel Identification Mark 1426.R.S.
 Screw shaft, material Steel Identification Mark 1426.R.S. Steam Pipes, material Steel Test pressure 600 Date of Test 1-12-40
 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 Yes
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with Yes
 Is this machinery duplicate of a previous case No If so, state name of vessel Yes

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

The Machinery of this vessel has been constructed under Special Survey in accordance with the Rules & the approved plans. The workmanship & materials are good & when tried under working conditions. The machinery was found satisfactory in every respect & is reliable. In my opinion, it be classed with the records of P.M.C. R.40. 09 & to have the notation of T. 3 Cy. 15 1/2" x 26" x 42" - 30" 200lb. 167 NHP. 1.S.B. 3cf. H.S. 2650.

Committee's Minute
 Assigned
 See Sub J.C. 50591
 & Lamb 2-40 O.G.

The amount of Entry Fee ... £ 3 : 0 :
 Special ... £ 41 : 15 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 19...
 When received, 12.4.40 19...

Signature of Engineer Surveyor to Lloyd's Register of Shipping