

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

APR - 2 1940

of writing Report 8.3.1940 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 27)
 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 & Co 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
 Horse Power as per Rule 144 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 for which Vessel is intended Travelling Services

ENGINES, &c.—Description of Engines Triple Expansion, Surface Condensing Revs. per minute 118
 of Cylinders 15 1/2 - 26 - 42 Length of Stroke 30" No. of Cylinders 3 No. of Cranks 3
 crank shaft, dia. of journals 8 1/2" as per Rule 8.482 Crank pin dia. 8 1/8" Mid. length breadth " Thickness parallel to axis 5 1/2"
 as fitted 8 5/8" Crank webs " Mid. length thickness " Thickness around eye-hole 3 13/16"
 Intermediate Shafts, diameter 8.078 as per Rule 8.482 Thrust shaft, diameter at collars 8 5/8" as fitted 8 5/8"
 as fitted 8 1/4" as per Rule 9.368 Is the { tube } shaft fitted with a continuous liner { no }
 as fitted 9 5/8" as fitted 9 5/8" as fitted 9 5/8"
 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 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
 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
 no 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 yes
 If so, state type Cedural Length of Bearing in Stern Bush next to and supporting propeller 39"
 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
 No. and size One 7" x 5" x 6" Pumps connected to the { No. and size One 8 x 9 x 8 } One 3" steam
 How driven Independent Steam Main Bilge Line { How driven Independent Steam } Ejector
 Fast Pumps, No. and size The Above 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 2 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. Aft 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
 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
 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
 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 no How are they protected yes
 pipes pass through the deep tanks no 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 no Is it fitted with a watertight door yes worked from yes

MAIN 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/sq. in.
 A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 A DONKEY BOILER FITTED? no If so, is a report now forwarded? yes
 donkey boiler intended to be used for domestic purposes only yes

PLANS. 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)
 Heaters yes General Pumping Arrangements 17.7.39 Oil fuel Burning Piping Arrangements 12.12.39 & 7-2-40.

SPARE GEAR.

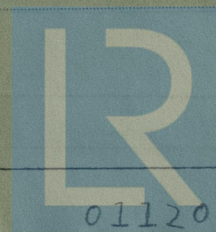
Is spare gear required by the Rules been supplied yesIs the principal additional spare gear supplied yesC.I. Propeller.

1 Safety Valve Spring
 5 Plain Bolts
 10 Conduits
 15 " Ferrules

The foregoing is a correct description.

FOR CHARLES D. HOLMES & CO., LTD.

Manufacturer.



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Lloyd's Register

011207-011215-0049

PILLARS, No. in 't
Centre Line
Stiffeners and
Plating, thick
STRINGERS AND
Uppermost Co
Stringer Plate
Second Deck
Stringer Plate
STRAKES.
Fore Part KEEL
Bottom PLATING, of Strakes
BILGE PLATING, No Strakes
SIDE PLATING, No Strakes
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
STEEL.
Manu
Has tl

Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - - -
Total No. of visits
Dates of Examination of principal parts - Cylinders
Pistons
Crank shaft
Tube shaft
Stern tube
Completion of fitting sea connections
Completion of pumping arrangements
Main boiler safety valves adjusted
Crank shaft material
Intermediate shafts, material
Screw shaft, material
Is an installation fitted for burning oil fuel
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
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
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 L.M.C. 2.40. 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.

The amount of Entry Fee ... £ 3 : 0 :
Special ... £ 41 : 15 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 19...
When received, 12.4.1908

Committee's Minute

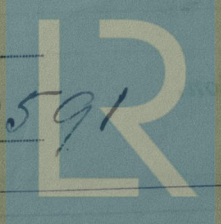
Assigned

TUE. 9 APR 1940

See Sub J.C. 50591
& L.M.C. 2.40. 09.

Signature of Engineer Surveyor

Engineer Surveyor to Lloyd's Register of Shipping



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