

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 20.2.1943 When handed in at Local Office 22.2.1943. Port of Hull  
 No. in Survey held at HULL Date, First Survey 24.2.42 Last Survey Feb. 21 1943  
 Reg. Book (Number of Visits 46)  
 on the STEAM TANKER **EMPIRE FAUN**  
 Built at GOOLE By whom built Goole Shipbuilding & Repairing Co. Yard No. 389. When built 1943  
 Engines made at HULL By whom made Amos Smith & Co Engine No. 709. When made  
 Boilers made at HULL By whom made Amos Smith & Co Boiler No. 709. When made  
 Registered Horse Power Owners Ministry of War Transport Port belonging to Goole  
 Nom. Horse Power as per Rule 154 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
 Trade for which vessel is intended Carrying Petroleum in Bulk

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 110  
 Dia. of Cylinders 15-25-42 Length of Stroke 27 No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 8.05" Crank pin dia. 8 1/4" Mid. length breadth 15 1/2" Thickness parallel to axis 5 1/4"  
 as fitted 8 1/4" Crank webs Mid. length thickness 5 1/4" Thickness around eye-hole 3 5/8"  
 Intermediate Shafts, diameter as per Rule 7.665" Thrust shaft, diameter at collars as per Rule 8.05"  
 as fitted NONE as fitted 8 1/4"  
 Tube Shafts, diameter as per Rule 8.6" Is the {tube} shaft fitted with a continuous liner {Yes}  
 as fitted NONE Screw Shaft, diameter as per Rule 8 3/4" as fitted 8 3/4"  
 Bronze Liners, thickness in way of bushes as per Rule 0.56" Thickness between bushes as per Rule 5/8" Is the after end of the liner made watertight in the  
 as fitted 5/8" 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 One Length  
 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  
 at NONE If so, state type NONE Length of Bearing in Stern Bush next to and supporting propeller 36"  
 Propeller, dia. 11-4" Pitch 11-2" No. of Blades 4 Material C.I. whether Moveable Solid Total Developed Surface 39.5 sq. feet  
 Feed Pumps worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 15" Can one be overhauled while the other is at work Yes  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 15" Can one be overhauled while the other is at work Yes  
 Feed Pumps {No. and size 1 Aux Feed 7 1/2" x 5" x 6" Duplex Pumps connected to the {No. and size Two M.C. Pumps 2 1/2" x 15" Stroke One 6" x 8" x 8" Duplex  
 How driven Independent Mean Main Bilge Line How driven Independent Mean  
 Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size None and one 5" x 5" x 6" Duplex  
 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 Eng. Rm. 2 @ 2 1/2" line; Bl. Rm. One @ 2 1/2" line  
 In Pump Room 2 @ 3" Dia. In Holds, &c. Fore Peak 1 @ 3" Dia. Frd. Store 1 @ 2" Dia.  
 Hold Bilge 2 @ 2" Dia. Deep Tank 1 @ 3" Dia. Cofferdam One @ 2 1/2" Dia.  
 Main Water Circulating Pump Direct Bilge Suctions, No. and size One @ 5" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size One @ 3" Ballast pump 5" Dia. 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 & 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  
 What Pipes pass through the bunkers NONE How are they protected  
 What pipes pass through the deep tanks NONE 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 NONE Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2400 sq. ft.  
 Which Boilers are fitted with Forced Draft All Which Boilers are fitted with Superheaters None  
 No. and Description of Boilers One S.B. Working Pressure 200 lb./sq. in.  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes  
 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 23-8-40 Main Boilers 30-7-40 Auxiliary Boilers None Donkey Boilers None  
 (If not state date of approval) 25-11-40  
 12-12-40  
 Superheaters General Pumping Arrangements 24-10-41 Oil fuel Burning Piping Arrangements 6-8-41

## SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes  
 State the principal additional spare gear supplied See attached list

The foregoing is a correct description.

For AMOS &amp; SMITH LTD.

Manufacturer.

A. E. Cleary  
DIRECTOR.

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011251-011258-0138



## EMPIRE FAUN.

During progress of work in shops - - { 1942 Feb. 27. Mar. 1, 26, 30. Apr. 7, 22, 28. May 8, 9. June 3, 8, 20, 22, 23, 30. July 9, 17, 24. Aug. 7, 8, 24. Sept. 11, Oct. 2.

Dates of Survey while building { During erection on board vessel - - { 1942 Nov 20, Dec 4, 10, 30, 31; 1943 JAN 1, 2, 4, 5, 8, 9, 11, 12, 15, 16, 19, 25; FEB 11, 12, 15, 18, 19, 21.

Total No. of visits. 46.

Dates of Examination of principal parts - Cylinders 23/6/42. 22/6/42 Slides 9/7/42. Covers 23/6/42. 23/6/42

Pistons 9-7-42. Piston Rods 30/6/42. Connecting rods 30/6/42.

Crank shaft 8-6-42. Thrust shaft 28-4-42. Intermediate shafts NONE

Tube shaft ✓ Screw shaft 28-4-42. Propeller 20/11/42

Stern tube 20/11/42 Engine and boiler seatings 4/12/42 Engines holding down bolts 24/12/42

Completion of fitting sea connections 20/11/42

Completion of pumping arrangements 15/2/43 Boilers fixed 4/1/43 Engines tried under steam 15/2/43 18/2/43

Main boiler safety valves adjusted 15/2/43 & 21/2/43 Thickness of adjusting washers P 32 5 13/32

Crank shaft material Steel Identification Mark 472 J.B. 3/2/42. Thrust shaft material M.S. Identification Mark 473 J.B. 22-1-42.

Intermediate shafts, material NONE. Identification Marks — Tube shaft, material NONE Identification Mark —

Screw shaft, material M.S. Identification Mark 29-1-42. Steam Pipes, material SD Steel Test pressure 600 lb Date of Test 12/1/43

Is an installation fitted for burning oil fuel Ya. Is the flash point of the oil to be used over 150° F. Ya.

Have the requirements of the Rules for the use of oil as fuel been complied with Ya.

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo TANKER 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 No.

Is this machinery duplicate of a previous case Ya. If so, state name of vessel EMPIRE BOY. Hull P/N 51479.

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

The Machinery of this Vessel has been constructed in accordance with the approved plans, the Rules, and the Specification, of tested material made by firms accredited by the Society.

The Workmanship and Materials are good.

The Machinery and Auxiliaries have been fitted on board and, when tried under steam at a near full power as practicable in the basin were found satisfactory in every respect.

The machinery is eligible, in our opinion, when the vessel is classed to have the records of LMC 2.43. Cl. and the notation

T.3 Cy. 15", 25", 42" - 27". 15B. 200 lb 3 cf.

HS 2400 F.D.

Fitted for oil fuel 2.43. F.P. above 150° F.

Certificate to be sent to...

The amount of Entry Fee ... £ 3 : : When applied for, 10 MAR 1943

Special ... £ 38 : 10 : 19

Donkey Boiler Fee ... £ 9 : 12/6 : : When received,

Travelling Expenses (if any) £ : : : 19

Committee's Minute

TUES. 23 MAR 1943

Assigned

7 + Lmb 243  
Litt. for oil fuel  
R. Ch.

*J. R. Lee* *W. Shireas*  
Engineer Surveyor to Lloyd's Register of Shipping.



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