

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

17 DEC 1944

Date of writing Report 19 When handed in at Local Office 18. 12. 44 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey (1941) June 20th Last Survey 8-12-1942
 Reg. Book. on the 1/2" EMPIRE DEED (Number of Visits 40)
 Built at Sunderland By whom built Bartram & Son Ltd. Yard No. 295 Tons { Gross 6766
 Engines made at Glasgow By whom made Duncan Stewart & Co. Ltd. Engine No. 150 When made 1943
 Boilers made at Sunderland By whom made H.C. Mansingh 6" (1938) Boiler No. 4036 When made 1943
 Registered Horse Power Owners M.C.W.P. Mungo, Campbell & Co. Ltd. Port belonging to Sunderland
 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
 Dia. of Cylinders 24 1/2" 39" 70" Length of Stroke 48" No. of Cylinders 3 Revs. per minute
 Crank shaft, dia. of journals as per Rule 1 1/2" Crank pin dia. 14 3/4" Crank webs Mid. length breadth 22" No. of Cranks 3
 as fitted Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
 as fitted 9" shrunk Thickness parallel to axis 9" Thickness around eye-hole 6 3/8"

Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner {
 as fitted 150 0/8"

Bronze 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 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 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

a t 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. none Diameter - Stroke - Can one be overhauled while the other is at work -

Bilge Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 27" Can one be overhauled while the other is at work yes

Feed Pumps { No. and size Pumps connected to the { No. and size
 How driven Main Bilge Line How driven

Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room

In Pump Room In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

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

Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stowhold plates Are the Overboard Discharges above or below the deep water line

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate

What Pipes pass through the bunkers 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

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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers

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

No. and Description of Boilers Working Pressure

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED?

Can the donkey boiler be used for domestic purposes only If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval)

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangement

SPARE GEAR.

Has the spare gear required by the Rules been supplied. only as per list attached

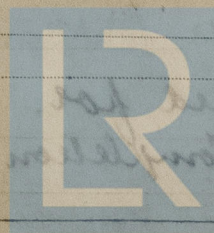
State the principal additional spare gear supplied

The foregoing is a correct description.
 DUNCAN STEWART & CO. LTD.

Frank B. Findlay

Manufacturer.

Director



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 Foundation

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(1941) June 20, July 9, 23, 31 Aug. 12, Sept. 2, 14, 17 Oct. 10, Nov. 7, 13,
Dec. 19, 29 (1942) Feb. 26 Mar. 3, 20, Apr. 2, 15, 24, May 4, 15, 20, 25
June 8, 16, July 3 Aug. 3, 11, 12, 15, 28 Sept. 9, 22, Oct. 9, 23
Nov. 4, 10, 27 Dec. 8

Dates of Examination of principal parts—Cylinders 12-8-42 Slides 9-9-42 Covers 1-4-42
Pistons 2-4-42 Piston Rods 4-11-42 Connecting rods 15-5-42
Crank shaft 9-10-42 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 Boilers fixed Engines tried under steam
Main boiler safety valves adjusted Thickness of adjusting washers

Crank shaft material J. Steel Identification Mark Thrust shaft material Identification Mark
Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark

Screw shaft, material Identification Mark Steam Pipes, material Test pressure Date of Test

Is an installation fitted for burning oil fuel 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 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 If so, state name of vessel (in case) GLR No. 65360

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

* In addition tell the original identification marks are stamped on each forging as per report attached.
The materials and workmanship are good.

The engines have been constructed under special survey and in accordance with the M.S.
Specification. On satisfactory completion of fitting in the vessel and of trials, they will in
my opinion be eligible for classification and the record of L.M.C. (with date).

The following items, for use with superheated steam are incomplete and will be
fitted at Sunderland. — cast steel engine stop valve, Insulation to cylinder bottoms,
Connections from mechanical lubricator to MP slide valve, stop valve, HP metallic
packing & valve spindle guide.

The engines have been sent to Sunderland Surveyors advised.

The amount of Entry Fee ... £ 6 : : When applied for, 15 DEC 1942
Special + SPECIFICATION Fee ... £ 50 : 5 :
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ : : 19

Committee's Minute GLASGOW 15 DEC 1942

Assigned Referred for Completion

Proforma for L. B. Davis
Engineer Surveyor to Lloyd's Register of Shipping.

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