

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 19... When handed in at Local Office 13 OCT 1943 19... Port of Hull
 Received at London Office 14 OCT 1943
 No. in Survey held at Thorne Hull Date, First Survey 16. 6. 43 Last Survey 29. 9. 19 43
 Reg. Book on the Stee Single Screw Lug "EMPIRE PERCY" A/M 5 400 (Number of Visits 19)
 Tons { Gross 138 Net nie
 Built at Thorne By whom built R. Dundin Ltd Yard No. T 384 When built 19 43
 Engines made at Paisley By whom made McKie & Baxter Engine No. 1340 When made
 Boilers made at Blackburn By whom made J. & W. Yates & Son Ltd. Boiler No. 6228 When made
 Registered Horse Power (500 IHP.) Owners Ministry of War Transport Port belonging to
 Nom. Horse Power as per Rule 85 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted Yes
 Trade for which vessel is intended Towing Services

ENGINES, &c.—Description of Engines Triple Expansion Su Glo. Rpt. No. 67499 Contract Revs. per minute 1440
 Dia. of Cylinders 12, 20, 32 Length of Stroke 22 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 6.44 as fitted 6.5 Crank pin dia. 6 1/2 Mid. length breadth 9 1/2 Thickness parallel to axis 4 1/8
 Crank webs Mid. length thickness 4 1/8 shrunk Thickness around eye-hole 2 13/16, 2 7/8 (PINS)
 Intermediate Shafts, diameter as per Rule 6.13 as fitted 6.25 Thrust shaft, diameter at collars as per Rule 6.44 as fitted 6.5
 Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 7.12 as fitted 7.125 Is the { tube screw } shaft fitted with a continuous liner { no liner }
 Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule 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 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 shaft YES If so, state type Newark Length of Bearing in Stern Bush next to and supporting propeller 29"
 Propeller, dia. 8' 3" Pitch 10' 0" No. of Blades 4 Material C.I. whether Moveable Solid Total Developed Surface 24 sq. feet
 Feed Pumps worked from the Main Engines, No. One Diameter 2 1/2" Stroke 12" Can one be overhauled while the other is at work ✓
 Bilge Pumps worked from the Main Engines, No. One Diameter 2 1/2" Stroke 12" Can one be overhauled while the other is at work ✓
 Feed Pumps { No. and size One 6" x 4 1/2" x 10" How driven Ind. Strm. Pumps connected to the Main Bilge Line { No. and size One 7 1/2" x 5" x 6" How driven Ind. Strm. }
 Ballast Pumps, No. and size One 7 1/2" x 5" x 6" as above Lubricating Oil Pumps, including Spare Pump, No. and size none
 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 E.R. 1-2" B.R. 1-2" slow direct suction - submersible
 In Pump Room none In Holds, &c. FPT One 2" APT One 2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 3 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-2 1/2" E.R. 1-2 1/2" B.R. 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 OR ON ROBUST EW STEEL BOXES 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 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 PART OF E.R. Is it fitted with a watertight door. ✓ worked from ✓

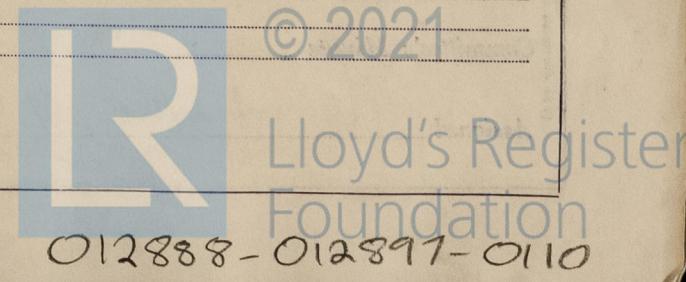
MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 1716 sq. ft.
 Which Boilers are fitted with Forced Draft NONE Which Boilers are fitted with Superheaters NONE
 No. and Description of Boilers 1 SB Working Pressure 200 lb.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES
 IS A DONKEY BOILER FITTED? NONE 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 16-7-42 Main Boilers 10-11-41 Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval)
 Superheaters ✓ General Pumping Arrangements 17-3-41 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 As per Specification

The foregoing is a correct description.

Manufacturer.



8152

E. PERCY

During progress of work in shops - - { SEE GLS. RPT. NO 67499.

Dates of Survey while building { 1943 JUN. 16, 21, JULY 28, AUG 9, 11, 13, 18, 23, 25, 27, 30, SEP 3, 10, 13, 14, 16, 20, 23, 29

Total No. of visits 19.

Dates of Examination of principal parts - Cylinders Slides Covers

Pistons Piston Rods Connecting rods

Crank shaft Thrust shaft Intermediate shafts

Tube shaft Screw shaft Propeller

Stern tube Engine and boiler seatings Engines holding down bolts

Completion of fitting sea connections Boilers fixed Engines tried under steam

Completion of pumping arrangements Main boiler safety valves adjusted Thickness of adjusting washers

Crank shaft material 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

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

The machinery of this vessel has been installed under Special Survey in accordance with the Rule requirements, approved plans Specification. The materials and workmanship are good and machinery found satisfactory in every respect after all tests.

Eligible for record of * LMC 9,43. O.G. T 3cy. 12", 20", 32" - 22". NHP 85.

1SB. 200 lb 3cf. HS 1716 ♂ GS 59 ♂

Certificate to be sent to

The amount of Entry Fee	£	:	:	When applied for,
Special Class (p.m.)	£	5	6/3	13-OCT-1943
Donkey Boiler Fee	£	1	6/6	When received,
Travelling Expenses (if any)	£	:	:	19

W. Shields
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned + Lmc 9.43 O.G.

