

RECEIVED

Rpt. 4.

27 AUG 1943

No. 67499

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 19-8-1943 When handed in at Local Office 21-8-1943 Port of GLASGOW

No. in Survey held at Paisley Date, First Survey 12.3.42 Last Survey 17-8-1943

Reg. Book on the "Empire Percy" E PERCY (Number of Visits 32) Tons {Gross Net

Built at Thorne By whom built Messrs R. Dunston Ltd Yard No. 384 When built

Engines made at Paisley By whom made McKie, Baxter & Co Engine No. 1340 When made 1943

Boilers made at Blackburn By whom made Foster Yates & Thorne Boiler No. 1 When made 1943

Registered Horse Power Owners Port belonging to

Nom. Horse Power as per Rule 85 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which vessel is intended Towing

ENGINES, &c.—Description of Engines Triple Expansion

Dia. of Cylinders 12'-20'-32" Length of Stroke 22" No. of Cylinders 3 Revs. per minute 10140

Crank shaft, dia. of journals as per Rule 6.44" as fitted 6 1/2" Crank pin dia. 6 1/2" Mid. length breadth 9 1/2" Thickness parallel to axis 4 1/8"

Intermediate Shafts, diameter as per Rule 6.13" as fitted 6 1/4" Crank webs Mid. length thickness 4 1/8" shrunk Thickness around eye-hole 2 1/16" (2 7/8" pins)

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 4.12" as fitted 4 1/8" Is the shaft fitted with a continuous liner {no

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

at. If so, state type. Length of Bearing in Stern Bush next to and supporting propeller 2'-5"

Propeller, dia. 8'-3" Pitch 10'-0" No. of Blades 4 Material Cast Iron 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 How driven Pumps connected to the Main Bilge Line {No. and size 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 stokehold 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 1356 sq. ft.

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

No. and Description of Boilers 1—Single Ended Working Pressure 200 lbs/sq. in.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? No.

IS A DONKEY BOILER FITTED? yes 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. yes Main Boilers. Auxiliary Boilers. Donkey Boilers.

Superheaters. General Pumping Arrangements. 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.

The foregoing is a correct description.

FOR MCKIE & BAXTER LIMITED

Manufacturer.

DIRECTOR



012888-012897-0111

pp49d

During progress of work in shops - - 1942 Mar 12-26 Apr 1-23 May 7-27 July 13 Sep 2-17 Oct 1-7 13-14 Nov 24-26 Dec 2 -
 1943 Jan 27 Feb 12 Mar 5-18 May 3-7 10-14 Jun 8-20 Jul 8 Aug 17

Dates of Survey while building - - - - -
 During erection on board vessel - - - - -
 Total No. of visits 22

Examination of principal parts - Cylinders 12-3, 23-4-42 Slides 12-3-42 Covers 12-3-42
 Pistons 7-5-42, Piston Rods 27-5-42 Connecting rods 12-3-42
 Crank shaft 2-9-42, 4-2-43 Thrust shaft 13-7-42, 18-4-43 Intermediate shafts 2-9-42, 28-4-43
 Tube shaft ✓ Screw shaft 1-10-42, 28-4-43 Propeller 28-4-43
 Stern tube 26-11-42 28-4-43 Engine and boiler seatings Engines holding down bolts
 Completion of fitting sea connections Boilers fixed Engines tried under steam
 Completion of pumping arrangements Thickness of adjusting washers
 Main boiler safety valves adjusted Crank shaft material O.H. Steel Identification Mark LLOYDS NO 11603 DB 14-4-42 Thrust shaft material S.M. Steel Identification Mark LLOYDS NO 7073 TFC 22-5-42
 Intermediate shafts, material S.M. Steel Identification Marks LLOYDS NO 7072 TFC 22-5-42 Tube shaft, material ✓ Identification Mark -
 Screw shaft, material S.M. Steel Identification Mark LLOYDS NO 7071 TFC 14-5-42 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 Yes If so, state name of vessel Yes Rpt No 67359

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 Rule Requirements, approved plans, & Specification. The materials & workmanship are good. The machinery has been dispatched to Hull for installation in a vessel building by Messrs R. Dunston & Co Ltd, Yard no 384.

The above main engines installed in "EMPIRE PERCY" at Hull - see separate report H. W.S. Shields.

Certificate to be sent to
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

| | | |
|------------------------------|----------|-------------------|
| The amount of Entry Fee | £ 2 : - | When applied for, |
| Special | £ 8 : 10 | 24 AUG 1943 |
| Donkey Boiler Fee | £ 2 : 2 | When received, |
| Spec 25% of 78-10 | £ 2 : 6 | 19 |
| Travelling Expenses (if any) | £ | |

2. H. Shields
 Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute GLASGOW 24 AUG 1943

Assigned Reported for Completion

FRI. 22 OCT 1943
 © 2021 Lloyd's Register Foundation