

Received at London Office

ENGINES, &c.—Description of Engines. *Inverted, Triple Expansion - see Note. Rpt N° 97* Revs. per minute *116*
 Dia. of Cylinders. *16", 26", 43"* Length of Stroke. *30"* No. of Cylinders. *3* No. of Cranks. *3*
 Crank shaft, dia. of journals *as per Rule approx.* Mid. length breadth. *13 3/4"* Thickness parallel to axis. *5 3/4"*
as fitted 9 1/8" Crank pin dia. *9 1/8"* Crank webs *shrunk* Thickness around eye-hole. *4 1/16"*
as per Rule approx. Mid. length thickness. *5 3/4"* Thrust shaft, diameter at collars *as per Rule approx.*
 Intermediate Shafts, diameter *as fitted 8 5/8"* *as fitted 9 1/8"*
 Tube Shafts, diameter *as per Rule* Screw Shaft, diameter *as per Rule approx.* Is the { tube } shaft fitted with a continuous liner { *No* }
as fitted *as fitted 9 7/8"* { screw }
 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 *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
 shaft *Yes* If so, state type. *Newark* Length of Bearing in Stern Bush next to and supporting propeller. *42"*
 Propeller, dia. *11' 0"* Pitch *11' 8"* No. of Blades *4* Material *C1* whether Moveable. *No* Total Developed Surface. *46* sq. feet
 Feed Pumps worked from the Main Engines, No. *Two* Diameter *3"* Stroke *18"* Can one be overhauled while the other is at work. *Yes*
 Bilge Pumps worked from the Main Engines, No. *Two* Diameter *3"* Stroke *18"* Can one be overhauled while the other is at work. *Yes*
 Feed { No. and size *2-3" x 18"* Pumps connected to the { No. and size *2-3" x 18"* 7 x 7 x 8"
 Pumps { How driven *MC INDSTM.* Main Bilge Line { How driven *MC INDSTM.*
 Ballast Pumps, No. and size. *ONE 7" x 7" x 8" 15 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 both to Main Bilge Pumps and Auxiliary
 Bilge Pumps:—In Engine and Boiler Room. *2 - 2"* *2 - 2 1/4"*
 In Pump Room. *✓* In Holds, &c. *ONE 2" IN EACH OF THE FOLLOWING - F.P.T. STORE, A.P.T.*

Main Water Circulating Pump Direct Bilge Suctions, No. and size ONE 5 1/2" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, No. and size ER ONE 2 1/4" ✓ BR ONE 2 1/4" 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 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 ER. ✓ Is it fitted with a watertight door ✓ worked from ✓

MAIN BOILERS, &c.--(Letter for record. 5) Total Heating Surface of Boilers. 2778 FT.²
 Which Boilers are fitted with Forced Draft SINGLE BOILER Which Boilers are fitted with Superheaters NONE
 No. and Description of Boilers. ONE SINGLE END CYLINDRICAL MULTITUBULAR Working Pressure. 210 LB.
 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 other than domestic purposes ✓
 PLANS. Are approved plans forwarded herewith for Shafting 5-9-41 Main Boilers 8-8-40 Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval)

Superheaters ✓ General Pumping Arrangements Oil fuel Burning Piping Arrangements ✓

SPARE GEAR.

Has the spare gear required by the Rules been supplied Y-s
State the principal additional spare gear supplied as per Specification.

The foregoing is a correct description.

Manufacturer.

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Lloyd's Register
Foundation

013339-013345-0195

EMPIRE LUCY

During progress of work in shops - - - Su Nottingham Report No 97.
1946
During erection on board vessel - - - 1946 Oct. 29, Feb 26, Mar. 20, 24, 28, 31, May 9, 16, 20, 23, 25, 28, 31, June 1, 3, 4.
Total No. of visits during erection - 18

Dates of Examination of principal parts—Cylinders Slides Covers
Pistons Su Piston Rods Nottingham Rpt. No 97 Connecting rods 97.
Crank shaft ✓ Thrust shaft 13.1.45 Intermediate shafts 4.1.45
Tube shaft ✓ Screw shaft 20.3.46 Propeller 3.4.46
Stern tube 26.2.46 Engine and boiler seatings 13.4.46 Engines holding down bolts 23.4.46
Completion of fitting sea connections 26.2.46
Completion of pumping arrangements 23.5.46 Boilers fixed 13.4.46 Engines tried under steam 20/5/46 23/5/46
Main boiler safety valves adjusted 20.5.46 Thickness of adjusting washers F 3/8 A 11/32
Crank shaft material Su Nott. Report Identification Mark No 97 Thrust shaft material F.1.5TL Identification Mark B 4220, CP, 12.12.44
Intermediate shafts, material F.1.5TL Identification Marks 12.12.44 Tube shaft, material J Identification Mark J
Screw shaft, material D Identification Mark 11.12.44 Steam Pipes, material STEEL Test pressure 635 lb Date of Test 4.5.46
Is an installation fitted for burning oil fuel No 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 No 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 EMPIRE ALFRED ✓

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

The above machinery installed in accordance with the Secretary's letter, the approved plans & the Society's Rules and to the Specification.
The workmanship and materials are good.

The machinery is eligible in my opinion to be recorded in the Register Book
LMC 5.46. 0A. T. 3cy. 16", 26", 43" - 30"
MN 177. 1SB 210 ft 3cf. 2778 ft² HS. F.D.
Fitted for burning oil fuel 5.46. F.P. about 150° F.

7/100 FE 3-0-0
+ LMC 44-5-0
25% SPEC 11-1-0

Always charged 19-2-0
by Nott.
Now charged FE 3-0-0.
Remainder of fee + LMC 36-4-0

The amount of Entry Fee ... £ 3 : 0 : When applied for,
Special ... £ 36 : 4 : 19
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ : : 10

Date

FRI. 2 AUG 1946

Committee's Minute

+ LMC 6.46

F.D. O.G.

W. S. Shields

Engineer Surveyor to Lloyd's Register of Shipping.



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