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Admiralty Eng. No. A/MS/M. 279
Admiralty Contract No. CP(MS) 704/42

No. 94.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office. 10 NOV 1944

Date of writing Report 2. 11. 44 19 When handed in at Local Office 19 Port of Nottingham
No. in Survey held at Derby Date, First Survey 17. 9. 41 Last Survey 26. 6. 1944
Reg. Book on the Steam Tug - EMPIRE LUCY YMS 1141 (Number of Visits 26)
Built at - By whom built - Yard No. - When built -
Engines made at Derby By whom made Messrs. Geo. Fletcher & Co. Ltd. Engine No. 1654 When made 1944
Boilers made at - By whom made - Boiler No. - When made -
Registered Horse Power - Owners - Port belonging to -
Nom. Horse Power as per Rule 153. Not checked Is Refrigerating Machinery fitted for cargo purposes - Is Electric Light fitted -
Trade for which vessel is intended -

ENGINES, &c.—Description of Engines Inserted, Triple Expansion Revs. per minute
Dia. of Cylinders 16" x 26" x 43" Length of Stroke 30" No. of Cylinders 3 No. of Cranks 3
Crank shaft, dia. of journals as per Rule 9 1/8" Crank pin dia. 9 1/8" Mid. length breadth 13 3/4" Thickness parallel to axis 5 3/4"
as fitted 9 1/8" Crank webs 5 3/4" shrunk Thickness around eye-hole 4 1/16"
Intermediate Shafts, diameter as per Rule 8 5/8" Thrust shaft, diameter at collars as per Rule 9 1/8"
as fitted 8 5/8" as fitted 9 1/8"
Tube Shafts, diameter as per Rule - Screw Shaft, diameter as per Rule - Is the { tube } shaft fitted with a continuous liner {
as fitted - as fitted - 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
at - 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. Diameter Stroke Can one be overhauled while the other is at work.
Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work.
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 both to 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 and/or Boiler 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
Which Boilers are fitted with Forced Draft Which Boilers are fitted with Superheaters.
No. and Description of Boilers Working Pressure 210 lb./sq. in.
IS A REPORT ON MAIN BOILERS NOW FORWARDED? No.
IS A DONKEY BOILER FITTED? 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 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. Yes
State the principal additional spare gear supplied.

The foregoing is a correct description.

AND ON BEHALF OF
GEORGE FLETCHER & CO. LTD.

Manufacturer.

H. Matthews

WORKING MEMBER

4. 11. 44



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Dates of Survey while building
During progress of work in shops - - 17. 9. 41 to 26. 6. 44.
During erection on board vessel - - -
Total No. of visits

Dates of Examination of principal parts—Cylinders 20. 2/42 - 20. 7/43. Slides 20. 2/42 - 20. 7/43. Covers 20. 2/42 - 20. 7/43.
Pistons 20. 2/42 - 20. 7/43. Piston Rods 20. 7/42 - 20. 7/43. Connecting rods 9. 1/42 - 5. 6/44
Crank shaft 31. 7/43. 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 O.H. Steel Identification Mark 24.3.42. J.H. 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. This engine has been built under

Special Survey in accordance with the Society's Rules, the Society's letters and the approved plans.

The workmanship and the materials are good.

The engine is being retained at the works of Messrs Geo. Fletcher & Deby, pending the receipt of disposal instructions.

The amount of Entry Fee £ : : When applied for, 2/5 + 25% as per letter of 9. 11. 1944
Special 2. 11. 44 £ 19 : 2 :
Donkey Boiler Fee £ : : When received,
Travelling Expenses (if any) £ 3 : 10. : 10.

Date FRI. 2 AUG 1946

Committee's Minute See F.F. machy. rpt



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