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Rpt. 4.

No. 52671.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 19 12 DEC 1944 19 19 When handed in at Local Office HULL Port of HULL

No. in Survey held at HULL Date, First Survey 5-1-44 Last Survey 11-11-44

Reg. Book or on the STEAM TUG EMPIRE LINOR A/MS 826 (Number of Visits 37) Tons (Gross 243.87 Net NIL)

Built at HESSLE By whom built Richard Dunstan & Co. No. 461 When built 1944

Engines made at HULL By whom made Chas. D. Holmes & Co. Engine No. 1688 When made

Boilers made at HULL By whom made Chas. D. Holmes & Co. Boiler No. 1668 When made

Registered Horse Power Owners Ministry of War Transport Port belonging to Hull

Nom. Horse Power as per Rule 177 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes.

Trade for which vessel is intended Trailing Service

ENGINES, &c.—Description of Engines Triple Expansion CONTRACT 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 8.8" as fitted 9 1/8" Crank pin dia. 9 1/8" Mid. length breadth Thickness parallel to axis 5 3/4"

Intermediate Shafts, diameter as per Rule 8.375" as fitted 8 5/8" Thrust shaft, diameter at collars as per Rule 8.8" as fitted 9 1/8"

Tube Shafts, diameter as per Rule NONE as fitted NONE Screw Shaft, diameter as per Rule 9.7" as fitted 9 7/8" Is the tube shaft fitted with a continuous liner No.

Bronze Liners, thickness in way of bushes as per Rule NONE as fitted NONE Thickness between bushes as per Rule NONE as fitted NONE Is the after end of the liner made watertight in the propeller boss Yes

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 Yes

If so, state type Newark Patent Oil Gland Length of Bearing in Stern Bush next to and supporting propeller 42"

Propeller, dia. 11'-0" Pitch 11'-8" No. of Blades 4 Material C.I. whether Moveable No. Total Developed Surface 46 sq. feet

Red Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 18" Can one be overhauled while the other is at work Yes

Large Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 18" Can one be overhauled while the other is at work Yes

Feed Pumps, No. and size One 7" x 5" x 6" Duplex Pumps connected to the Main Bilge Line No. and size One 7" x 7" x 8" Duplex How driven Independent Gear

Ballast Pumps, No. and size One 7" x 7" x 8" Duplex Lubricating Oil Pumps, including Spare Pump, No. and size NONE

Are two independent means arranged for circulating water through the Oil Cooler NONE Suctions, connected to both Main Bilge Pumps and Auxiliary

Large Pumps:—In Engine and Boiler Room 2 @ 2" Dia 2 @ 2 1/4" Dia

Pump Room One Peak Ford Bilge One Peak In Holds, &c. One @ 2" Dia in each of the following:—

Water Circulating Pump Direct Bilge Suctions, No. and size One @ 5 1/2" Dia Independent Power Pump Direct Suctions to the Engine Room Bilges, and size One @ 2 1/2" One @ 2 1/2" in BR

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 ON PLATED BOXES Are they fitted with Valves or Cocks Bolt

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

Do pipes pass through the bunkers NONE How are they protected

Do 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 NONE Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2778 ft²

Which Boilers are fitted with Forced Draft All Which Boilers are fitted with Superheaters None

No. and Description of Boilers One S.B. Working Pressure 210 lbs 10"

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 domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting 3-1-41 Main Boilers 8.8.40 Auxiliary Boilers Donkey Boilers

(If not state date of approval)

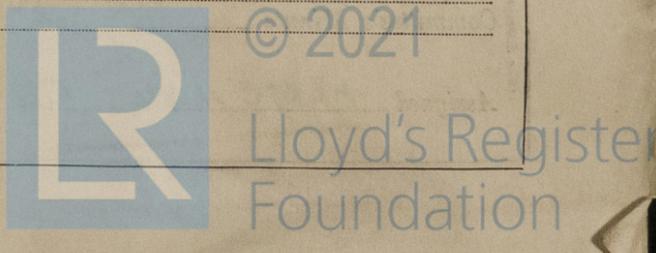
Superheaters General Pumping Arrangements 1-11-40 Oil fuel Burning Piping Arrangements NONE

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes State the principal additional spare gear supplied As Specified

The foregoing is a correct description.
FOR CHARLES D. HOLMES & CO., LTD

W.R. Evans Manufacturer.



9110-087480-1446

EMPIRE ELINOR.

Rpt. 5a.

Dates of Survey while building
 During progress of work in shops - - 1944 Jan 5, 6, 28. Apr. 20. June 9, 16, 23, 30. July 5, 7, 12, 13, 22, 29. Aug 8, 11, 14, 29, 30, 31. Sept. 1, 8, 9.
 During erection on board vessel - - - 1944 SEP 15, 23 OCT 2, 4 Nov 1, 3, 7, 10, 15, 20, 21, 23, 24, 29.
 Total No. of visits 34.

Dates of Examination of principal parts - Cylinders 12/7/44 7/7/44 5/7/44 Slides 21/8/44 Covers 12/7/44 7/7/44 5/7/44
 Pistons 29/8/44 30/8/44 Piston Rods 17/8/44 Connecting rods 17/8/44
 Crank shaft 9-9-44 Thrust shaft 29-7-44 Intermediate shafts 22-7-44
 Tube shaft None Screw shaft 17-8-44 Propeller 2-10-44
 Stern tube 15-9-44 Engine and boiler seatings 4-10-44 Engines holding down bolts 3-11-44
 Completion of fitting sea connections 2-10-44
 Completion of pumping arrangements 24-11-44 Boilers fixed 3-11-44 Engines tried under steam 24-11-44
 Main boiler safety valves adjusted 24-11-44 Thickness of adjusting washers F & A 3/8"
 Crank shaft material F.1. Steel Identification Mark 2408.F.H. Thrust shaft material F.1. Steel Identification Mark 2883.F.H.
 Intermediate shafts, material F.1. Steel Identification Marks 2/580PH 1/2" Tube shaft, material None Identification Mark -
 Screw shaft, material F.1. Steel Identification Mark 109.F.W. 1 1/4" Steam Pipes, material Steel Test pressure 630 lb. Date of Test 10.11.44
 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 S. Tug EMPIRE BIRCH. HUL Rpt. 51472.

General Remarks (State quality of workmanship, opinions as to class, &c.)
 The Machinery of this vessel, has been constructed in accordance with the approved plans, the Rules, & the Specifications of tested material made by firms accredited by the Society.
 The Materials and Workmanship are good.
 The Machinery and auxiliaries have been fitted on board and when tried under steam at as near full power as practicable in the basin were found satisfactory in every respect.
 The vessel is eligible, in our opinion, when classed to have record of * LMC 11, 44. and O.G. and Notation T. 30, 16", 26", 43" - 30" 177 NHP.
 One S.B. 210 lb / 13 c.f. G.S. 64 # 11 H.S. 2778 F.D.

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	£ 3 : 0 :	When applied for,
Special CLASS. + LMC	£ 44 : 5 :	2 DEC 1944
Donkey Boiler Fee	£ 11 : 1 :	When received,
Travelling Expenses (if any)	£ : : :	19

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

Committee's Minute ... FRI. 12 JAN 1945
 Assigned + LMC 11, 44 F.D. O.G.

