

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 25 June 1948 When handed in at Local Office 25 June 1948 Port of CARDIFF 26 JUL 1948  
 No. in Survey held at CARDIFF Date, First Survey 13.4.48 Last Survey 21.6.48  
 Reg. Book. 23185 on the S.S. "EMPIRE CONSENT" (Number of Visits 10)  
 Built at KRIMPEN a/d YSEL By whom built N.Y.C. VAN DER GIESSEN & ZONEN'S SCHIPS. Yard No. Tons Gross 1942  
 Engines made at AMSTERDAM By whom made VERSCHURE & Co's SCHIPS. W. & C. Engine No. Net 964  
 Boilers made at AMSTERDAM By whom made VERSCHURE & Co's SCHIPS. W. & C. Boiler No. 316/317 When built 1944  
 Registered Horse Power 1200 Owners MINISTRY OF TRANSPORT Port belonging to LONDON  
 Nom. Horse Power as per Rule 276 Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted YES  
 Trade for which Vessel is intended

ENGINES, &c. Description of Engines DOUBLE COMPOUND LENTZ Revs. per minute 80/90.  
 Dia. of Cylinders 420 mm & 900 mm Length of Stroke 900 mm No. of Cylinders 4 No. of Cranks 4  
 Crank shaft, dia. of journals as per Rule 290 mm Crank pin dia. 290 mm Crank webs Mid. length breadth 560 mm Thickness parallel to axis 155 mm  
 Intermediate Shafts, diameter as per Rule 300 mm Thrust shaft, diameter at collars as per Rule 285 mm  
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 306 mm Is the screw shaft fitted with a continuous liner YES  
 CHROME STEEL Liners, thickness in way of bushes as per Rule 18 mm Thickness between bushes as per Rule 12 mm 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 NO Is an approved Oil Gland or other appliance fitted at the after end of the tube  
 If so, state type Length of Bearing in Stern Bush next to and supporting propeller 1244 mm  
 Propeller, dia. 4300 mm Pitch 3570 mm No. of Blades 4 Material CAST IRON whether Moveable NO Total Developed Surface sq. feet  
 Feed Pumps worked from the Main Engines, No. NONE Diameter Stroke Can one be overhauled while the other is at work  
 Bilge Pumps worked from the Main Engines, No. NONE Diameter Stroke Can one be overhauled while the other is at work  
 Feed Pumps No. and size 2/200 mm x 140 mm x 375 mm Pumps connected to the Main Bilge Line No. and size 3/1 @ 200 mm x 140 mm x 375 mm  
 How driven STEAM. How driven STEAM. STEAM. STEAM.  
 Ballast Pumps, No. and size 1 @ 225 mm x 250 mm x 310 mm Lubricating Oil Pumps, No. and size 1 @ 225 mm x 250 mm x 310 mm  
 Are two independent means arranged for circulating water through the Oil Cooler  
 Bilge Pumps;—In Engine and Boiler Room ER 2 (P&S) @ 80 mm (S) TUNNEL 2 @ 90 (F&A) BOILER ROOM 2 (P&S) @ 80 mm  
 In Pump Room In Holds, &c. N°1 (P&S) 2 @ 65 mm N°2 (P&S) 2 @ 80 mm N°3 (P&S) 2 @ 80 mm  
 DRY TANK 2 @ 80 mm PORT BUNKER (AFT) 1 @ 70 mm  
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 125 mm (STORGE SIDE) Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 125 mm (STORGE SIDE)  
 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 YES  
 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 YES Is it fitted with a watertight door YES worked from UPPER DECK

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 490 m<sup>2</sup>  
 Which Boilers are fitted with Forced Draft MAIN BOILERS Which Boilers are fitted with Superheaters MAIN BOILERS  
 No. and Description of Boilers 2-CLY. MULTITUBULAR "CAPOU" TYPE (SUPHT) Working Pressure 216 lbs/sq"  
 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 YES Main Boilers YES Auxiliary Boilers Donkey Boilers  
 (If not state date of approval) Superheaters YES General Pumping Arrangements YES Oil fuel Burning Piping Arrangements NOT FITTED

## SPARE GEAR.

Has the spare gear required by the Rules been supplied YES (EXCEPT SPARE PROPELLER & 1 SET OF PADS FOR THRUST BLOCK)  
 State the principal additional spare gear supplied

The foregoing is a correct description.

Manufacturer.



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Lloyd's Register  
Foundation

013950 - 013960 - 0097



25110

During progress of work in shops - - -

Dates of Survey while building

During erection on board vessel - - -

Total No. of visits

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

Completion of pumping arrangements

Main boiler safety valves adjusted YES Boilers fixed Engines tried under steam

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 STEEL Test pressure 650 lbs Date of Test 12.5.48

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 NO

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 WAS BUILT UNDER SURVEY AND TO CLASS OF GERMANISCHER LLOYD. THE MACHINERY HAS BEEN SPECIALLY EXAMINED, CHECKED AS FAR AS PRACTICABLE AND FOUND OR PLACED IN GOOD CONDITION AND IN ACCORDANCE WITH APPROVED PLANS. THE MATERIAL AND WORKMANSHIP APPEAR GOOD AND MACHINERY IS ELIGIBLE IN MY OPINION TO BE CLASSED WITH RECORD OF LMC 6/48.

Certificate to be sent to

The amount of Entry Fee

Special ...

Donkey Boiler Fee ... £

Travelling Expenses (if any) £

When applied for, 19...

When received, 19...

Committee's Minute

Assigned See minute on Rpt. 9

FRI. 23 JUL 1948

Thomas Donaldson

Engineer Surveyor to Lloyd's Register of Shipping.