

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 3rd Jan 1944 When handed in at Local Office 8th Jan 1944 Port of Sundee
No. in Survey held at Sundee Date, First Survey 14th Dec 1942 Last Survey 28th Dec 1943
Reg. Book 34396 on the S.S. "Empire Canyon" (Number of Visits) Tons Gross 7058 Net 4871
Built at Sundee By whom built Caladen S.B.E. Co. Ltd Yard No. 408 When built 1943
Engines made at Wallsend By whom made N.E. Marine Eng. Co. Ltd Engine No. 3065 When made 1943
Boilers made at Sundee By whom made Caladen S.B.E. Co. Ltd Boiler No. 408 When made 1943
Registered Horse Power 2500 Owners Ministry of War Transport Port belonging to Sundee
Nom. Horse Power as per Rule 510 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
Trade for which vessel is intended

ENGINES, &c.—Description of Engines

Dia. of Cylinders Length of Stroke No. of Cylinders No. of Cranks
Crank shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length breadth Mid. length thickness Thickness parallel to axis Thickness around eye-hole
Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule as fitted
Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the tube screw shaft fitted with a continuous liner
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 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 2 off 7" x 9 1/2" x 21" How driven Steam Pumps connected to the Main Bilge Line No. and size 1 off 7" x 9 1/2" x 21" & 1 off 10 1/2" x 13" x 24" How driven Steam
Ballast Pumps, No. and size 1 off 10 1/2" x 13" x 24" 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 Engine Room 2 off 3" & 1 off 3 1/2" portable to Ballast pump only IN BOILER ROOM. 2 off 3" IN BOILER ROOM.
In Pump Room In Holds, &c. Nos. 1, 2, 3, 5 & 6. Holds, 2 off 3" each hold
Tunnel well 1 off 2 1/2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size 1 off 5" 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 below
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 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 No worked from

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 7248 sq. ft.

Which Boilers are fitted with Forced Draft all boilers Which Boilers are fitted with Superheaters all boilers
No. and Description of Boilers 3 S.B. Working Pressure 220 lbs per sq. inch
IS A REPORT ON MAIN BOILERS NOW FORWARDED? See Sundee report No. 9645.
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 Standard B Main Boilers/Boilers No. 523 Auxiliary Boilers Donkey Boilers
(If not state date of approval)

Superheaters See Boiler report General Pumping Arrangements 11.4.43 Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

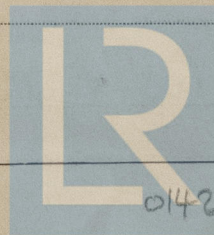
State the principal additional spare gear supplied

FOR AND ON BEHALF OF

The foregoing is a correct description

Kerry Main

Manufacturer.



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Lloyd's Register

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Dates of Survey while building
During progress of work in shops - - -
During erection on board vessel - - -
Total No. of visits

1943
July 6, 20, 27 Aug. 3, 10, 13, 20, 31 Sept 21, Oct. 6, 19, 26 Nov. 29, 23, 30
Dec. 7, 14, 22, 28

See Newcastle report No. 101638.

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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 2-11-43. Engines holding down bolts 7-12-43.
Completion of fitting sea connections 2-11-43.
Completion of pumping arrangements 28-12-43. Boilers fixed 30-11-43. Engines tried under steam 28-12-43.
Main boiler safety valves adjusted 28-12-43. Thickness of adjusting washers Port Bl. 33/64 17/64. Centre Bl. 25/64 13/32. Starb. Bl. 13/32 25/64. S/H. P. C.S. 18 7/32 1/4.
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 E.R.B. 21/10/83. Steam Pipes, material Steel Test pressure 660 lb. Date of Test 22-12-43.
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 Standard B Type.

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery of this vessel has been built under Special Survey in accordance with the Rules and approved plans. The materials and workmanship are good. It has been efficiently installed in the vessel, tried under working condition and found satisfactory, and in my opinion is eligible to be classed in the Register Book with the record + L.H.C. 12-43, C.L.

The Specification requirements have been carried out satisfactorily

The amount of Entry Fee £ : :
Special 29-12-0
Donkey Boiler Fee £ : :
Travelling Expenses (if any) £ : :
When applied for, 31st Dec 1943
When received, 19

G. E. Murdoch.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned -1- Inc 12.43 28