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9 NOV 1948

Received at London Office

FINES, &c.—Description of Engines *2 1/2 hp Expansion - see USA Cat. No. B-606.* Revs. per minute *130* ✓
 a. of Cylinders *12", 20", 33"* Length of Stroke *24"* No. of Cylinders *3* ✓ No. of Cranks *3* ✓
 as per Rule _____ Mid. length breadth *15 1/8"* Thickness parallel to axis *5"*
 Crank shaft, dia. of journals _____ as fitted *7 3/4" ✓* Crank pin dia. *7 3/4" ✓* Crank webs _____ shrunk _____ Thickness around eye-hole *3 1/2"*
 as per Rule _____ Mid. length thickness *5 1/8"* as per Rule *app.*
 Intermediate Shafts, diameter _____ as fitted *6 5/8" ✓* Thrust shaft, diameter at collars _____ as fitted *8 1/2" ✓*
 as per Rule _____ as fitted _____ Is the { tube } shaft fitted with a continuous liner { *✓* }
 as fitted _____ as fitted *8" ✓* { screw } { *No* } ✓
 as per Rule _____ as per Rule *app.*
 as fitted _____ as fitted _____ Is the after end of the liner made watertight in the
 as per Rule _____ as per Rule _____
 as fitted _____ as fitted _____
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner... ✓
 Is an approved Oil Gland or other appliance fitted at the after end of the tube... ✓
 Length of Bearing in Stern Bush next to and supporting propeller *2'-7 1/2"*
 whether Moveable *No* ✓ Total Developed Surface *31.5* sq. feet
 Can one be overhauled while the other is at work... ✓
 Can one be overhauled while the other is at work... ✓
 No. and size *One 7 1/2" x 5" x 6"* as above ✓ No. and size *One 2 1/2"* { *one hand pump to filter and*
 How driven *Ind. Str.* { *one to ME bearings* }
 Lubricating Oil Pumps, including Spare Pump, No. and size _____
 Independent duplex & two ME driven pumps. _____
 One only. _____
 Suctions, connected to both Main Bilge Pumps and Auxiliary
 In Holds, &c. *1-2"* ✓

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-4'
 No. and size 1-3"
 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
 Is it fitted with a watertight door —
 Is it worked from —

AIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 1786
Which Boilers are fitted with Forced Draft SOLE BOILER Which Boilers are fitted with Superheaters NONE
No. and Description of Boilers 15B Working Pressure 220 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 domestic purposes only ✓
PLANS. Are approved plans forwarded herewith for Shafting 25.7.44 Main Boilers 14.9.42 Auxiliary Boilers ✓ Donkey Boilers ✓
(If not state date of approval)
Superheaters ✓ General Pumping Arrangements 19.7.44 Oil fuel Burning Piping Arrangements 11.5.45

SPARE GEAR.

Has the spare gear required by the Rules been supplied..... *As per Specification*

State the principal additional spare gear supplied..... *✓*

30.

7.

49

Lloyd's Register
Foundation

" E. SHEILA "

During progress of work in shops - - { *Main Engines built in Providence, Rhode Island, USA by Franklin Machine and Foundry Co. and supplied to Amos Smith as installers by the Admiralty*

Dates of Survey while building { During erection on board vessel - - - { *1945 MAR 8, 14, 21 APR 16, MAY 29 JULY 18, 23, 26, 31 AUG 21, 30 SEP 1, 3, 5, 7, 12, 13, 14, 15, 18 OCT 15.*

Total No. of visits *22.*

Dates of Examination of principal parts—Cylinders _____ Slides _____ Covers *No.*

Pistons _____ Piston Rods _____ Connecting rods *lost*

Crank shaft *See American* Thrust shaft *Bureau of Shipping* Intermediate shafts _____

Tube shaft *See* Screw shaft *14.3.45* Propeller *21.3.45*

Stern tube *14.3.45* Engine and boiler seatings *16.4.45* Engines holding down bolts *31.7.45*

Completion of fitting sea connections *21.3.45*

Completion of pumping arrangements *7.9.45* Boilers fixed *31.7.45* Engines tried under steam *7.9.45*

Main boiler safety valves adjusted *7.9.45* Thickness of adjusting washers *P 11/32 S 3/8*

Crank shaft material *See American* Identification Mark *Bureau* Thrust shaft material *Cert. No.* Identification Mark *B. 606*

Intermediate shafts, material *F.1/STL* Identification Marks *142, FW, 29/14* Tube shaft, material _____ Identification Mark _____

Screw shaft, material *DO* Identification Mark *JS. 16.12.44* Steam Pipes, material *Steel* Test pressure *600 lb* Date of Test *3.9.45*

Is an installation fitted for burning oil fuel *YES* ✓ Is the flash point of the oil to be used over 150° F. *YES* ✓

Have the requirements of the Rules for the use of oil as fuel been complied with *YES* ✓

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 Stella"*

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

The main engines and boiler for this vessel supplied by Admiralty from reserve stock and installed by Amos Smith of Hull in accordance with the Specification, the Secretary's letter and the Rules.

The workmanship and materials appear to be good.

The machinery has been tried under working conditions and found satisfactory at completion of the trials.

Eligible in my opinion to have record of LMC (R) 10.45 OG

T 3 Cy. 12", 20", 33" - 24" M.N. 109 15B 220H F.D.

3 Cy. 11.5 1786 H Fitted for oil fuel 10.45. FP above 150°F.

N4P 109 @ 57. - £ 27-5-0

FE 3-0-0

Glasgow £ s d.

Blackburn charges 11-18-0

for boiler and 2-19-6 for Spec for

One fifth for fitting-out 5-9-0

25% for Specification 1-7-3

FE 3-0-0

2/5 for Boiler Spec 2-14-6 already charged by Glasgow

at Blackburn 2-19-6

The amount of Entry Fee ... £ *3 : 0 :*

25% Special FITTING ... £ 5 : 9 : 0

Donkey Boiler Fee ... £ 1 : 7 : 3

25% BOILER SPEC ... £ 2 : 14 : 6

Travelling Expenses (if any) £

When applied for 10 NOV 1945

When received, 19

W. Shields

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI. 30 NOV 1945*

Assigned *LMC (R) 10.45*

FITTED FOR OIL FUEL 10.45 FLASH POINT ABOVE 150° F. F.D. O.G.