

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

24 MAY 1943

Date of writing Report

19

When handed in at Local Office

1 APR 1943

Port of

SUNDERLAND.

2 APR 1943

No. in Survey held at
Reg. Book

Sunderland

Date, First Survey

Sept 28th 1942

Last Survey

March 30th 1943

(Number of Visits 58)

on the

S S EMPIRE RUPERT

Tons { Gross 479
Net 42

Built at

Goole

By whom built

Goole S B & R Co Ltd

Yard No. 388

When built

Engines made at

Wigan

By whom made

Walker Bros

Engine No. 43291

When made 1942

Boilers made at

Wallaseid

By whom made

H E Machinery Co Ltd

Boiler No. 3045

When made 1942

Registered Horse Power

Owners

Ministry of Shipping

Port belonging to

Nom. Horse Power as per Rule

197

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which vessel is intended

H.P. 1150

Towing

ENGINES, &c.—Description of Engines

See Liverpool Report 118852

Revs. per minute

Dia. of Cylinders

Length of Stroke

No. of Cylinders

No. of Cranks

Crank shaft, dia. of journals

as per Rule

Crank pin dia.

Crank webs

Mid. length breadth

Thickness parallel to axis

Intermediate Shafts, diameter

as per Rule

8.66"

Mid. length thickness

as per Rule

9.09"

Tube Shafts, diameter

as per Rule

8.75"

Thrust shaft, diameter at collars

as per Rule

9.25"

Screw Shaft, diameter

as per Rule

10.04"

Is the

screw

shaft fitted with a continuous liner

No

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 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

Yes

If so, state type

Newark

Length of Bearing in Stern Bush next to and supporting propeller

3'-6"

Propeller, dia.

11'-6"

Pitch

11'-7 1/2"

No. of Blades

4

Material

C.I.

whether Moveable

Solid

Feed Pumps worked from the Main Engines, No.

Diameter

Stroke

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No.

Diameter

Stroke

Can one be overhauled while the other is at work

Yes

Feed Pumps

No. and size

1-7" x 5" x 8"

Pumps connected to the

Main Bilge Line

No. and size

1-7" x 7" x 8"

Pumps

How driven

Steam

How driven

Steam

Ballast Pumps, No. and size

1-7" x 7" x 8"

Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler

Bilge Pumps—In Engine and Boiler Room

ENGINE ROOM

2-2 1/2" dia

In Pump Room

In Holds, &c.

FORWARD COMPARTMENT

1-2 1/2" dia

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

1-7" dia

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

1-3" dia & BR 1-3" dia

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

None

What pipes pass through the deep tanks

Forward Compartment & Fore Peak

Have they been tested as per Rule

Yes

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

No Tunnel

Is it fitted with a watertight door

worked from

No

MAIN BOILERS, &c.—(Letter for record S)

Total Heating Surface of Boilers

3020 sq

Which Boilers are fitted with Forced Draft

Main

Which Boilers are fitted with Superheaters

None

No. and Description of Boilers

1 SE Cylindrical

Working Pressure

215 lb/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

Main Boilers

Auxiliary Boilers

Donkey Boilers

(If not state date of approval)

Superheaters

General Pumping Arrangements

25/8/42

Oil fuel Burning Piping Arrangements

25/8/42

SPARE GEAR.

Has the spare gear required by the Rules been supplied

Spare gear not checked.

State the principal additional spare gear supplied

The foregoing is a correct description.

JOHN DICKINSON & SONS LTD.

Manufacturer.

RESIDENT MANAGER



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Lloyd's Register
Foundation

W1181-0140

Is a Report also sent on the Hull of the Ship? If not, state whether, and when, was will be sent.
 NOTE.—The words which do not apply should be deleted.
 2m T 11.41. M.C.C. (MADE IN ENGLAND.)

"E. RUPERT"

During progress of work in shops - - -
 Dates of Survey while building - - -
 During erection on board vessel - - -
 Total No. of visits 58

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 - Boilers fixed - Engines tried under steam -
 Main boiler safety valves adjusted - Thickness of adjusting washers - AFT 3/8" FORE 5/8"
 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 - Test pressure - Date of Test -
 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 HARRY

General Remarks (State quality of workmanship, opinions as to class, &c.)
 The machinery of this vessel mentioned in Liverpool Report N° 118852 has been efficiently fitted on board in accordance with approved plans, specification & the requirements of the Rules & has been tried under working conditions at the Quayside & found satisfactory. It is in my opinion eligible for the
 NOTATION ✱ LMC with date when acceptance trial has been carried out Fitted to burn Oil Fuel (FP above 150°F)
 The acceptance trial will be held at Goolle.

NOTE:- The following steam pipes are made by the Gerty Mason process
 Steam to Capstan, Feed Donkey Pump, General Service Pump, Circulating Pump & Generator.

Acceptance Trial carried out at Goolle with satisfactory results. Spare gear outfit checked to the Specification and all outstanding items completed 13/5/43.
 H. S. S.

The amount of Entry Fee ... £ 3 : : When applied for, 1 APR 1943
 Special Specification ... £ 9 : 17 :
 Donkey Boiler Fee ... £ 2 : 9 :
 Travelling Expenses (if any) £ : : When received, 19

J. Grieve

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute ... FRI. 28 MAY 1943

Assigned ... + LMC 5:43

FD OG



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