

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 19... When handed in at Local Office 23 DEC 1942 Port of LIVERPOOL Received at London Office 2 APR 1942

No. in Survey held at Reg. Book **WIGAN** Date, First Survey 20/8/41 Last Survey 10/12/1942

on the **SS EMPIRE RUPERT** (Number of Visits 55) Tons { Gross 479 Net 42

Built at **GOOLE** By whom built **GOOLE SHIPBLD & REPAIR CO Ld** Yard No. 388 When built

Engines made at **WIGAN** By whom made **WALKER BROS** Engine No. 43291 When made 1942

Boilers made at By whom made Boiler No. When made

Registered Horse Power Owners Port belonging to

Nom. Horse Power as per Rule 197 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which vessel is intended

ENGINES, &c.—Description of Engines **TRIPLE EXPANSION (INVERTED) CYLINDER** Revs. per minute 113 1/2

Dia. of Cylinders 16 1/2 x 27 x 46 Length of Stroke 30 No. of Cylinders THREE No. of Cranks THREE

Crank shaft, dia. of journals as per Rule 9.0 as fitted 9.25 Crank pin dia. 9 3/8" Mid. length breadth 17 1/2 Thickness parallel to axis 6" Crank webs Mid. length thickness 6" shrunk Thickness around eye-hole 4"

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 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 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. 2 Diameter 3" Stroke 15" Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 15" Can one be overhauled while the other is at work

Feed Pumps { No. and size How driven } Pumps connected to the Main Bilge Line { No. and size How driven }

Ballast Pumps, No. and size 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 In Pump Room In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

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

Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate

What Pipes pass through the bunkers 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

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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

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

Which Boilers are fitted with Forced Draft Which Boilers are fitted with Superheaters

No. and Description of Boilers Working Pressure

IS A REPORT ON MAIN BOILERS NOW FORWARDED ?

IS A DONKEY BOILER FITTED ?

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 Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

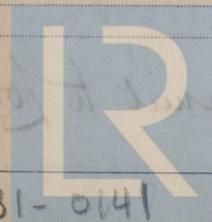
YES

State the principal additional spare gear supplied

The foregoing is a correct description.

A. C. Walker

Manufacturer.



© 2020

Lloyd's Register Foundation

W1181-0141

Grade 38 A/M 405

31/12/42

1941 Aug 20. 22. Sept 2. 26. Oct 7. 17. 24. Nov 6. 13. 20. 25. Dec 4. 12. 19.

1942 Jan 8. 15. 29 Feb 13. 19. 26. Mar 5. 13. 19. 26. Apr 2. 9. 16. 23. 30 May 14. 21. 28. Jun 9. 26. July 2. 9. 16. 23. Aug 10. 30.

Sept 3. 17. 24. Oct 1. 8. 15. 22. 29 Nov 5. 12. 19. 26. Dec 3. 10.

Dates of Survey while building

During erection on board vessel - - -

Total No. of visits

55

Dates of Examination of principal parts - Cylinders 29-10-42 Slides 29-10-42 Covers 29-10-42

Pistons 12-11-42 Piston Rods 12-11-42 Connecting rods 12-11-42

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

Crank shaft material STEEL Identification Mark 2351 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 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 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 If so, state name of vessel

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

THESE ENGINES HAVE BEEN BUILT UNDER SPECIAL SURVEY IN ACCORDANCE WITH THE RULES. THE MATERIALS & WORKMANSHIP ARE GOOD.

THE ABOVE ENGINES HAVE BEEN DISPATCHED TO GOOLE FOR FITTING TO GOOLE SHIPBUILDING & REPAIRING CO LD, TUG NO A/MS 405.

Certificate to be sent to

The amount of Entry Fee ... £ 19 : 14/- When applied for, 23 DEC 1942
Special SPECIFICATION £ 4 : 18/6
Donkey Boiler Fee ... £ - : - : - When received,
Travelling Expenses (if any) £ 7 : 5/-

H Taylor Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL 29 DEC 1942
Assigned Transmit to London.

FRI. 28 MAY 1943

