

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 27/10/1941 When handed in at Local Office 27/10/1941 Port of WEST HARTLEPOOL.
 No. in Survey held at WEST HARTLEPOOL Date, First Survey 22nd October, 1940 Last Survey 21st October, 1941
 Reg. Book. on the S.S. EMPIRE PARSONS (Number of Visits 77)
 Tons { Gross 6742.15
 Net 4841.71
 Built at WEST HARTLEPOOL By whom built Wm Gray & Co. Ltd. Yard No. 1121 When built 1941.
 Engines made at West Hartlepool By whom made Central Marine Eng. Works Engine No. 1121 When made 1941.
 Boilers made at West Hartlepool By whom made Central Marine Eng. Works Boiler No. 1121 When made 1941.
 Registered Horse Power Owners Ministry of War Transport Port belonging to West Hartlepool
 Nom. Horse Power as per Rule 505 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes.
 Trade for which Vessel is intended Ocean going

ENGINES, &c.—Description of Engines *Swirled triple expansion* Revs. per minute 67.
 Dia. of Cylinders 22½", 36", 65" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 13.24" as fitted 13½" Crank pin dia. 13½" Crank webs Mid. length breadth 19½" Mid. length thickness 8½" Thickness parallel to axis 8½" Thickness around eye-hole 6"
 Intermediate Shafts, diameter as per Rule 12.61" as fitted 12½" Thrust shaft, diameter at collars as per Rule 13.24" as fitted 13½"
 Tube Shafts, diameter as per Rule 14.15" as fitted 14½" Is the { tube / screw } shaft fitted with a continuous liner? Yes
 Screw Shaft, diameter as per Rule 14.15" as fitted 14½"
 Bronze Liners, thickness in way of bushes as per Rule 68" as fitted 3½" Thickness between bushes as per Rule 9" as fitted 9" 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 Is an approved Oil Gland or other appliance fitted at the after end of the tube
 shaft If so, state type Length of Bearing in Stern Bush next to and supporting propeller 4-11½"
Propeller, dia. 18-6" Pitch 16-9" No. of Blades 4 Material Cast Iron whether Moveable No Total Developed Surface 110 sq. feet
Feed Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 28" Can one be overhauled while the other is at work Yes
Bilge Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 28" Can one be overhauled while the other is at work Yes
Feed Pumps { No. and size 2 @ 9½" x 7" x 21" SINGLEX Pumps connected to the { No. and size 1 @ 9" x 10½" x 10" + 1 @ 7" x 8" x 8" }
 How driven Independent Steam Main Bilge Line How driven Independent Steam
Ballast Pumps, No. and size 1 @ 9" x 10½" x 10" 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 4 @ 3" In Holds, &c. No. 1 2 @ 3", No. 2 2 @ 3½", No. 3 2 @ 2½" No. 4 2 @ 3"
 In Pump Room No. 5 2 @ 3", TUNNEL WELL 1 @ 2½", TUNNEL DRAIN 1 @ 2½"
Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 8" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 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 ON RESERVOIRS. 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 REST 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 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 None worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 7706 sq. ft.
 Which Boilers are fitted with Forced Draft Ctl. Which Boilers are fitted with Superheaters None.
 No. and Description of Boilers 2 MAIN & 1 AUX. SINGLE ENDED MULTITUBULAR Working Pressure 220 lbs.
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 2-8-40 Main Boilers 2-8-40 Auxiliary Boilers 18-3-41 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.

FOR THE CENTRAL MARINE ENGINE WORKS,
(10, QUEEN'S ROAD, LONDON, E.C. 4.)

Manufacturer.

J. H. Spence
GENERAL MANAGER.

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LH85-0138

Lloyd's Register
Foundation

Dates of Survey while building

During progress of work in shops - -
During erection on board vessel - -

1940. Oct. 22. Nov. 8. 13. Dec. 3. 5. 1941. March 26. April 23. 24. 25. 29. May 1. 16. 19. 22. 26. June 4. 9.
11. 13. 16. 24. 30. July 4. 7. 10. 14. 15. 11. 16. 18. 23. 26. 29. 30. Aug. 1. 12. 13. 15. 20. 21. 22. 23. 25. 26. 27. 28.
29. 30. Sept. 1. 2. 3. 4. 8. 9. 12. 15. 19. 20. 25. 26. 27. 28. 30.
1941. Sept. 2. 15. 23. 24. 29. Oct. 2. 6. 8. 9. 10. 13. 14. 16. 18.

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

Boilers fixed

Engines tried under steam

Main boiler safety valves adjusted

Thickness of adjusting washers

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

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.)

vessel has been constructed under special survey and in accordance with the approved plans and specification.

good.

upon completion they were examined under full working conditions and found satisfactory.

It is recommended that the machinery of this vessel be classed in the Register Book.

F.D. C.L.

The amount of Entry Fee ... £ 6 : 0 :
Special ... £ 100 : 5 :
SUPERVISION
Donkey Boiler Fee ... £ 25 : 0 :
Travelling Expenses (if any) £ : :
When applied for, 19...
When received, 19...

Committee's Minute

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.



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