

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 17 FEB 1933

Date of writing Report 19 When handed in at Local Office 16. 2. 1933 Port of Glasgow

No. in Survey held at Glasgow (Bowling) Date, First Survey 8th Jan '31 Last Survey 16-2-1933

Reg. Book. on the S.S. "EMILIA" Number of Visits 10

Built at Bowling By whom built Scott & Son Yard No. 303 Tons Gross 71 Net 1

Engines made at Ayr, Wrexham By whom made Hughes & Lancaster Ltd Engine No. A. 3507 When built 1933

Boilers made at Glasgow By whom made A. & W. Dalglisch Boiler No. 807 When made 1920

Registered Horse Power 49 Owner The Lords Commissioners of the Admiralty Port belonging to

Nom. Horse Power as per Rule 28.5 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted no

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple expansion.

Dia. of Cylinders $9\frac{1}{2} \times 15\frac{1}{2} \times 26$ Length of Stroke 18" No. of Cylinders 3 Revs. per minute No. of Cranks 3

Crank shaft, dia. of journals as per Rule Crank pin dia. Crank webs Mid. length breadth shrunk Thickness parallel to axis

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 screw shaft fitted with a continuous liner yes.

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 one liner Is an approved Oil Gland or other appliance fitted at the after end of the tube

shaft no If so, state type Length of Bearing in Stern Bush next to and supporting propeller 2-0" sq. feet

Propeller, dia. 6'-6" Pitch 8'-9" No. of Blades 4 Material G.I. whether Movable no Total Developed Surface 18½

Feed Pumps worked from the Main Engines, No. 1 Diameter 2" Stroke 9" Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. 1 Diameter 2" Stroke 9" Can one be overhauled while the other is at work

Feed Pumps No. and size 1-4¾" x 3" x 5" How driven Steam Pumps connected to the Main Bilge Line No. and size 1-4¾" x 3" x 5" How driven Main Engines

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

Bilge Pumps;—In Engine and Boiler Room 1-2½" BILGE INJECTION, 1-2" DKY SUCTION, 1-2" M.E. SUCTION.

In Pump Room 1-2" AFTER CABIN SPACE. In Holds, &c. 1-2" CREW SPACE FOR?

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 2½" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 2"

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 Steam, Exhaust, Feed pipes How are they protected Inside steel trunk

What pipes pass through the deep tanks 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 Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record (5)) Total Heating Surface of Boilers 990. ft. Working Pressure 180 lb.

Is Forced Draft fitted No. and Description of Boilers 1. S.B.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes.

IS A DONKEY BOILER FITTED? no. If so, is a report now forwarded? yes.

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers yes Auxiliary Boilers Donkey Boilers

Superheaters General Pumping Arrangements yes Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

2 Top end bolts, 6 Condenser tubes.
2 Bottom end bolts, 12 Condenser ferrules.
2 Main bearing bolts, 6 cyl. cover studs nuts.
1 set Coupling bolts, 6 pump ring bolts nuts.
1 set feed pump valves, 24 Assorted
1 set bilge pump valves.
1 set air pump valves.
1 set circulating pp. valves.

The foregoing is a correct description,

Manufacturer.



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W1295-0088

Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - -
Total No. of visits 10

See Liverpool Rpt No 80720 of 27 May 1920.

Dates of Examination of principal parts—Cylinders Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft Thrust shaft Intermediate shafts
Tube shaft Screw shaft 30-12-24 Propeller 13-5-31
Stern tube 18-3-31 Engine and boiler seatings 30-1-33 Engines holding down bolts 13-2-33
Completion of fitting sea connections 2-6-31
Completion of pumping arrangements 18-2-33 Boilers fixed 13-2-33 Engines tried under steam 16-2-33
Main boiler safety valves adjusted 15-2-33 Thickness of adjusting washers 11/2 (18/2/33)
Crank shaft material Steel Identification Mark 3507 Thrust shaft material Steel Identification Mark 8/88
Intermediate shafts material Steel Identification Marks 1096 ATT. Tube shaft material ✓ Identification Mark ✓
Screw shaft material Steel Identification Mark 8/88 SGO. 6-2-28 Steam Pipes material Copper Test pressure 360 lb Date of Test 13-2-33
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 ✓ 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 "Haut de Quarante" - Gt Rpt 50960.

General Remarks (State quality of workmanship, opinions as to class, &c.) The engines of this vessel have now been opened up and examined internally, and found free from deterioration. They have been properly fitted on board, together with the boiler.

The Machinery of this vessel is eligible, in my opinion, to be classed in the Register Book with notation of +L.M.C. - 2-33. to be assigned by the Committee in accordance with instructions received in London letter 10/7/31.

Date of build of engines recommended 2-33

Harbottle.

16/2/33.

The amount of Entry Fee ... £ 2
Special 1/5 ... £ 3
Donkey Boiler Fee ... £
Travelling Expenses (if any) £ ✓

When applied for, 16-2-1933
When received, 18-2-1933

For self & G. O. Compton,
H. Sutherland.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FEB 17 1933

Assigned

+ L.M.C. 2-33

C.L.



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Total No. of Visits