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No. 70449

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 20 FEB 1946

Date of writing Report 19... When handed in at Local Office 18.2.46 Port of **GLASGOW.**

No. in Survey held at **GLASGOW.** Date, First Survey **11/4/45.** Last Survey **7/2/1946.**  
 Reg. Book (Number of Visits...)

on the **S.S. "EMPIRE TESELIA" TESSELLA** Tons {Gross **980**  
 {Net **300**

Built at **GLASGOW.** By whom built **HARLAND & WOLFF LTD.** Yard No. **1318G** When built **1946.**

Engines made at **BELFAST.** By whom made **Do.** Engine No. **1318G** When made **1946.**

Boilers made at **BELFAST.** By whom made **Do.** Boiler No. **1318** When made **1946.**

Registered Horse Power **700** Owners **M. O. W. T.** Port belonging to **GLASGOW.**

Nom. Horse Power as per Rule **145** ✓ Is Refrigerating Machinery fitted for cargo purposes **NO** ✓ Is Electric Light fitted **YES** ✓

Trade for which vessel is intended **COASTING OIL TANKER.**

**ENGINES, &c.—Description of Engines.** Triple Expansion. Revs. per minute **130**

Dia. of Cylinders Length of Stroke No. of Cylinders No. of Cranks

Crank shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length breadth Mid. length thickness Thickness parallel to axis shrunk Thickness around eye-hole

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 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. Diameter Stroke Can one be overhauled while the other is at work

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

Feed Pumps {No. and size **2 @ 6" x 8" x 15"** ✓ How driven **Steam** Pumps connected to the Main Bilge Line {No. and size **2 @ 6" x 8" x 15"** ✓ How driven **Steam**

Ballast Pumps, No. and size **2 @ 6" x 8" x 15"** ✓ Lubricating Oil Pumps, including Spare Pump, No. and size **None.** ✓

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 **3 @ 2 1/2"** ✓ In Pump Room **2 @ 2" suction from forward ballast pump** ✓ In Holds, &c. **1 from hold** ✓

Main Water Circulating Pump Direct Bilge Suctions, No. and size **1 @ 6"** ✓ Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size **1 @ 4 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 **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 **Oil filling to O.F. transfer pump.** ✓ 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 **None** Is it fitted with a watertight door. - worked from. -

**MAIN BOILERS, &c.—**(Letter for record **S** ✓) Total Heating Surface of Boilers **2370 sq.ft.** ✓

Which Boilers are fitted with Forced Draft **Yes** ✓ Which Boilers are fitted with Superheaters **None** ✓

No. and Description of Boilers **2 S.B.** ✓ Working Pressure **200 lbs/sq. inch.** ✓

IS A REPORT ON MAIN BOILERS NOW FORWARDED? **See Belfast report No. 14066.** ✓

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 **11:5:45 @ 10:9:45** Oil fuel Burning Piping Arrangements **10:9:45.**

## SPARE GEAR.

Has the spare gear required by the Rules been supplied **Yes** ✓

State the principal additional spare gear supplied **See Belfast Report No. 14066.**

The foregoing is a correct description.  
 For HARLAND AND WOLFF, LIMITED  
 Wm. J. Wright.

Manufacturer.

Firm's Secretary



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W1645-0016

During progress of work in shops - - - - -  
 Dates of Survey while building { 1945 Apr 11 May 17 30 Jun 6 11 July 12 Aug 13 Sep 3 19 Oct 9 15 17 20 21 Nov 2 6 12 14 19 22 26 29 Dec 3 6 14 17 19  
 During erection on board vessel - - - - - { 1946 Jan 10 24 29 30 31 Feb 7  
 Total No. of visits 33

Dates of Examination of principal parts—Cylinders Slides Covers  
 Pistons Piston Rods Connecting rods  
 Crank shaft Thrust shaft 17:10:45 Intermediate shafts 17:10:45  
 Tube shaft Screw shaft 17:10:45 Propeller 29:10:45  
 Stern tube 17:10:45 Engine and boiler seatings 29:10:45 Engines holding down bolts 13:12:45  
 Completion of fitting sea connections 29:10:45

Completion of pumping arrangements 31 1:46 Boilers fixed 22:11:45 Engines tried under steam 7:2:46  
 Main boiler safety valves adjusted 31:1:46 Thickness of adjusting washers Port Boiler 2 23/64" Starbd. Boiler 1 11/32" S 11/32"

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 Steel Test pressure 600lbs/sq. in Date of Test 28:1:46

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 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 S/S "EMPIRE TESCOMBE"

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been satisfactorily fitted on board the vessel, tried under full working conditions with satisfactory results.

(The safety valves of the boilers have been adjusted under steam to 200 lbs per sq. inch and found satisfactory) and is eligible in my opinion to have the record in the Register Book  
 -L.M.C. 2,46 T.S.O.G. 2,S.B. fitted for oil fuel 2,46 F.P. above 150° Fah.  
 The specification has been satisfactorily carried out.

Glasgow

Certificate to be sent to

The amount of Entry Fee	£ 3 : 0 : 0	When applied for, 19 FEB 1946
Installation Special	£ 7 : 5 : 0	
Specification	£ 1 : 17 : 0	
Donkey Boiler Fee	£ :	When received, 19
Travelling Expenses (if any)	£ :	

G. E. Murdoch  
 Engineer Surveyor to Lloyd's Register of Shipping.

4/5ths total fee (class fee + 25%) £36 being charged as Refuse. The fee plus remaining for to be charged

Committee's Minute GLASGOW 19 FEB 1946

Assigned -/- Lmc 2.46

Fitted for oil fuel 2.46 F.P. above 150° F.



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