

Rpt. 4.

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 7/2/19 46.  
Reg. Book (Number of Visits...)

on the S.S. "EMPIRE TESELIA" TESELLA 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 Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis  
as fitted Mid. length thickness shrunk Thickness around eye-hole

Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule  
as fitted as fitted

Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule  
as fitted as fitted Is the { tube screw } shaft fitted with a continuous liner {

Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule  
as fitted 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" ✓ Pumps connected to the { No. and size 2 @ 6" x 8" x 15" ✓  
How driven Steam Main Bilge Line 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 @ 2½" ✓ In Pump Room 2 @ 2" ✓ In Holds, &c. -

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 @ 4½" ✓ 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.

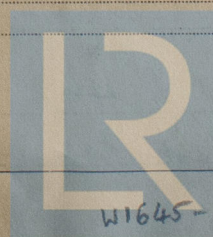
Has the spare gear required by the Rules been supplied. Yes ✓

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.

Finnisco Secretary



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Lloyd's Register  
Foundation

W1645-0016



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

Dates of Examination of principal parts - Cylinders  
Pistons  
Crank shaft  
Tube shaft  
Stern tube  
Piston Rods  
Thrust shaft  
Screw shaft  
Engine and boiler seatings  
Slides  
Intermediate shafts  
Propeller  
Engines holding down bolts  
Covers

Completion of fitting sea connections  
Completion of pumping arrangements  
Main boiler safety valves adjusted  
Boilers fixed  
Engines tried under steam  
Thickens of adjusting washers  
Port Boiler  
Starbd. Boiler

Crank shaft material  
Intermediate shafts, material  
Screw shaft, material  
Is an installation fitted for burning oil fuel  
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 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  
Identification Mark  
Thrust shaft material  
Identification Mark  
Identification Marks  
Tube shaft, material  
Identification Mark  
Steam Pipes, material  
Test pressure  
Date of Test

Is the flash point of the oil to be used over 150° F.  
Yes.  
If so, have the requirements of the Rules been complied with  
The machinery of this vessel has been

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

The amount of Entry Fee  
Installation  
Special  
Specification  
Donkey Boiler Fee  
Travelling Expenses (if any)  
When applied for,  
19 FEB 1946  
When received,  
19

Committee's Minute  
Assigned

Engineer Surveyor to Lloyd's Register of Shipping.

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