

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report

19

When handed in at Local Office

10<sup>th</sup> June 1942 Port of

NEWCASTLE-ON-TYNE

No. in Survey held at

Wallsend on Tyne

Date, First Survey 24.9.41

Last Survey 28.5.1942.

Reg. Book.

(Number of Visits 64)

6449. on the S.S. "EMPIRE. COLERIDGE"

Tons } Gross 9815.  
Net 5731

Built at Sunderland

By whom built

Sir J. Laing &amp; Sons (1938) Ltd Yard No. 741

When built 1942

Engines made at Wallsend.

By whom made

N.E. Marine Engd (1938) Ltd Engine No. 3021

When made 1942.

Boilers made at

By whom made

Boiler No. 3021

When made 1942

Registered Horse Power

Owners Ministry of War Transport

Port belonging to

Sunderland

Nom. Horse Power as per Rule

674

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted yes

Trade for which Vessel is intended

Carrying Petroleum in bulk.

ENGINES, &amp;c.—Description of Engines

Triple Expansion

Revs. per minute

Dia. of Cylinders 27-44-76

Length of Stroke 51

No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals

as per Rule 15.2

as fitted 15 1/2

Crank pin dia. 16

Crank webs

Mid. length breadth 21-3/4

Mid. length thickness 9 1/2

shrink

Thickness parallel to axis 9 7/8-10 1/8

Thickness around eye-hole 18 1/2-18 3/4

Intermediate Shafts, diameter

as per Rule 14.48

as fitted 14 3/4

Thrust shaft, diameter at collars

as per Rule 15.2

as fitted 15 3/4 at collar

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 16

as fitted 16 1/4

Is the

tube

screw

shaft fitted with a continuous liner

yes

Bronze Liners, thickness in way of bushes

as per Rule 7.9

as fitted 13/16

Thickness between bushes

as per Rule 5.9

as fitted 13/16

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 5'-5 1/4"

Propeller, dia.

18'-3"

Pitch 14'-6"

No. of Blades 4

Material Bronze

whether Moveable

no

Total Developed Surface 131 3/4 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 @ 12" x 9" x 24" 1 @ 9" x 6" x 10"

Pumps connected to the

No. and size

1 @ 10" x 12" x 12" &amp; 2 @ 5" x 27"

How driven

Steam

Main Bilge Line

How driven

Steam

M. Eng.

Ballast Pumps, No. and size

1 @ 10" x 12" x 12"

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

1 @ 3 1/2" Eng Rm P+S.

1 @ 3 1/2" Eng Rm aft

1 @ 3 1/2" Boiler Rm P+S.

In Pump Room

4" P+S.

For 1 @ 2 1/2"

In Holds, &amp;c.

1 @ 2 1/2" P+S.

1 @ 3" P+S to gutterways P+S

to Transfer pump

Main Water Circulating Pump Direct Bilge Suctions, No. and size

1 @ 10"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

1 @ 5"

Are all the Bilge Suction Pipes in holds and tank 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

none

How are they protected

yes

What pipes pass through the deep tanks

none

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

yes

Is it fitted with a watertight door

yes

worked from

yes

MAIN BOILERS, &amp;c.—(Letter for record S)

Total Heating Surface of Boilers

10020

Is Forced Draft fitted

yes

No. and Description of Boilers

3 S.B.

Working Pressure

220

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

9.1.40

Main Boilers

17.2.41

Auxiliary Boilers

Donkey Boilers

(If not state date of approval)

Superheaters

7.4.41

General Pumping Arrangements

20.3.41

Oil fuel Burning Piping Arrangements

21.3.41

## SPARE GEAR.

Has the spare gear required by the Rules been supplied

yes

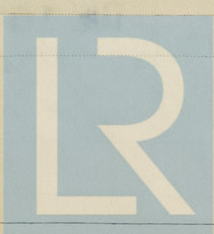
State the principal additional spare gear supplied

The foregoing is a correct description.

John Neill

DIRECTOR

Manufacturer.



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