

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 22/12/41 When handed in at Local Office 22/12/41 to 41 Port of W. Hartlepool
 No. in Survey held of Hartlepool Date, First Survey 30th April Last Survey 19th December 1941
 Reg. Book. Hartlepool (Number of Visits 85)
 on the R.F.A. "EAGLESDALE" Tons { Gross
 Built at Hartlepool By whom built Jumess Shipbuilding Co. Ltd. Yard No. 339 When built 1941
 Engines made at Hartlepool By whom made Richardson, Westport Co. Engine No. 2711 When made 1941
 Boilers made at " By whom made " Boiler No. 2711 When made 1941
 Registered Horse Power 674 Owners Ministry of War Transport (H.M. MAJESTY) Port belonging to Hartlepool
 Nom. Horse Power as per Rule 674 REPRESENTED BY THE COMMISSIONER FOR EXECUTING THE OFFICE OF LORD HIGH ADMIRAL OF THE U.K.)
 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended "

ENGINES, &c.—Description of Engines Triple Expansion Vertical Turbine Condensing Revs. per minute 85.5
 Dia. of Cylinders 27" x 44" x 76" Length of Stroke 51" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 15.24" Crank pin dia. 16" Crank webs Mid. length breadth shrunk Thickness parallel to axis 9 5/8" 10 1/8"
 Intermediate Shafts, diameter as per Rule 14.49" Thrust shaft, diameter at collars as per Rule 15.24" as fitted 15 3/4" 15 1/2"
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 16.01" Is the tube shaft fitted with a continuous liner Yes
 as fitted 14 3/4" as fitted 16 1/4" Is the screw shaft fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes as per Rule 1.79" Thickness between bushes as per Rule 1.59" Is the after end of the liner made watertight in the
 as fitted 1 3/16" as fitted 1 3/16" 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 Yes
 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 Yes
 If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube Yes
 shaft No If so, state type Oil Gland Length of Bearing in Stern Bush next to and supporting propeller 5'-5"
 Propeller, dia. 18'-3" Pitch Varying No. of Blades 4 Material Brass whether Moveable No Total Developed Surface 131.75 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 5" Stroke 27" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 5" Stroke 27" Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size 2-12" x 9" x 24"; 1-9" x 6" x 10" Pumps connected to the { No. and size 2-5" x 24"; 5" connection Ballast Pump
 How driven Steam Main Bilge Line { How driven Main Engine; Steam
 Ballast Pumps, No. and size 1-10" x 12" x 12" Lubricating Oil Pumps, including Spare Pump, No. and size 1
 Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room 3 1/2" aft well, 3 1/2" E.R. fu, 3 1/2" E.R.S., 2 1/2" Copperdam, 3 1/2" B.R. fu, 3 1/2" B.R.S.
 In Pump Room FORE PEAK 1-4", CHAIN LOCKER FLAT 1-2 1/2", DEEP IN Holds, etc. TANK FLAT 1-2" P, 1-2 1/2", FORD PUMP ROOM 1-2 1/2", FORD COFF: 1-2 1/2" P & 1-2 1/2" S.
MAIN PUMP ROOM (FORD) 1-3" P & 1-3" S, MAIN PUMP ROOM (AFT) 1-3" P & 1-3" S, AFT: COFF: 1-3" EJECTOR.

MAIN WATER CIRCULATING PUMP DIRECT BILGE SUCTIONS, No. and size 1-10" fu Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 1-5" S Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes mudbox, valve & tail pipe
 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 Yes 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 none Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 10020 sq. ft.
 Which Boilers are fitted with Forced Draft all Which Boilers are fitted with Superheaters all
 No. and Description of Boilers 3 S.E. Multitubular Working Pressure 220 LB/SQ"
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? Yes
 Can the donkey boiler be used for domestic purposes only Yes

PLANS. Are approved plans forwarded herewith for Shafting 2/1/40 Main Boilers 16/10/39 Auxiliary Boilers Yes Donkey Boilers Yes
 (If not state date of approval) 20/10/39
 Superheaters Yes General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements 28/10/41

SPARE GEAR.
 Has the spare gear required by the Rules been supplied Yes
 State the principal additional spare gear supplied Yes

The foregoing is a correct description.

[Signature]
DIRECTOR

Manufacturer.



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Lloyd's Register Foundation

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1941. April 30. May 2. 13. June 13. 18. 23. 24. 26. July 1. 4. 9. 11. 14. 21. 25. August 7. 8. 11. 26. 28. Sept 3. 9. 15. 16. 17. 20. 23. 25. 26. 29. 30. Oct. 2. 3. 6. 7. 8. 9. 10. 14. 15. 17. 20. 21. 23. 24. 25. 27. 28. 29. 30. 31. Nov. 3. 4. 5. 6. 10. 11. 12. 13. 17. 18. 20. 21. 24. 25. 27. Dec. 1. 2. 3. 4. 5. 6. 8. 9. 10. 11. 12. 15. 16. 18. 19.

Dates of Survey while building
 During progress of work in shops - -
 During erection on board vessel - - -
 Total No. of visits 85 (4)

Dates of Examination of principal parts—Cylinders 13.6.41 Slides 15.9.41 Covers 15.9.41
 Pistons 15.9.41 Piston Rods 3.9.41 Connecting rods 3.9.41
 Crank shaft 26.6.41 Thrust shaft 2.9.41 Intermediate shafts 7.11.41
 Tube shaft ✓ Screw shaft 7.11.41 Propeller
 Stern tube 6.11.41 Engine and boiler seatings 25/11/41. Engines holding down bolts 11/12/41.
 Completion of fitting sea connections 18/11/41
 Completion of pumping arrangements Boilers fixed 11/12/41. Engines tried under steam 27/12/41
 Main boiler safety valves adjusted 27/12/41 Thickness of adjusting washers F.Bh. F. 1 5/32 A. 7/16 P.Bh. S. 3/8 P. 1 1/2 S.Bh. P. 3/8 S. 1 1/2
 Crank shaft material Steel Identification Mark 9821 HAI Thrust shaft material Steel Identification Mark 9821 HAI
 Intermediate shafts, material Steel Identification Marks 9821 DB Tube shaft, material Identification Mark
 Screw shaft, material Steel Identification Mark 9821 HAI Steam Pipes, material steel Test pressure 660 lb/sq. Date of Test 19.12.41
 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 Oil Tanker. 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 R.W. 2710 "EMPIRE CELT"

General Remarks (State quality of workmanship, opinions as to class, &c.)
 The engines & boilers of this vessel have been constructed under Special Survey & in accordance with the approved plans. The workmanship & materials have been found good. The machinery has been forwarded to Haverton Hill to be fitted on board by Messrs. Furness Shipbuilding Co. in their Yard No. 339. In my opinion, this vessel will be eligible to have record of + L.M.C. - with date - on completion. The machinery has now been fitted on board in accordance with the approved plans & Rule Requirements, tried out under working conditions & found satisfactory & in our opinion is eligible for record of + L.M.C. - 12.41 & notation of TB (CL) 12.41. Forced draught & superheated. The Ship's side inlet & discharge valves re. improved as required in accordance with Admiralty letter M.S. 2385/40 M.S. 3199/40

The amount of Entry Fee ... £ 6 : 0 :
 Special ^{4/5} LMC ... £ 86 : 19 :
 Donkey Boiler Fee ... £ 21 : 15 :
 Travelling Expenses (if any) £ : :
 When applied for, 23rd Dec. 1941
 When received, 20th Jan. 1942

Clive Bell & Norman Stuart
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 27 JAN 1942
 Assigned + L.M.C. 12.41 FD. CL.
 Fitted for oil fuel as

