

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 10 When handed in at Local Office 29.7.1941 Port of GLASGOW  
 No. in Survey held at GLASGOW Date, First Survey 7.11.40 Last Survey 15.7.1941  
 Reg. Book. on the "Empire Baseter."  
 (Number of Visits 26)  
 Built at BARROW-IN-FURNESS By whom built VICKERS, ARMSTRONG, LD. Yard No. M05134 When built  
 Engines made at GLASGOW By whom made BARCLAY CURLE & CO. Engine No. EW133 When made 1941  
 Boilers made at By whom made Boiler No. When made  
 Registered Horse Power Owners Port belonging to  
 Nom. Horse Power as per Rule 478 516 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted  
 Trade for which Vessel is intended

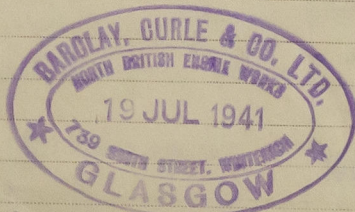
ENGINES, &c.—Description of Engines TRIPLE EXPANSION  
 Dia. of Cylinders 23 1/2"-37 1/2"-68" Length of Stroke 48" No. of Cylinders 3 Revs. per minute 68  
 Crank shaft, dia. of journals as per Rule 13.634" as fitted 13 3/4" Crank pin dia. 13 3/4" Crank webs Mid. length breadth 20 1/2" No. of Cranks 3  
 Intermediate Shafts, diameter as per Rule 12.985" as fitted Thrust shaft, diameter at collars as per Rule 13.634" as fitted  
 Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 14.465" as fitted Is the tube screw shaft fitted with a continuous liner  
 Bronze Liners, thickness in way of bushes as per Rule .74" as fitted Thickness between bushes as per Rule .55" 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  
 shaft No If so, state type Length of Bearing in Stern Bush next to and supporting propeller 5'-0 1/2"  
 Propeller, dia. 18'-3" Pitch 17'-3" No. of Blades 4 Material C.I. whether Movable No Total Developed Surface 108 sq. feet  
 Feed Pumps worked from the Main Engines, No. None Diameter - Stroke - Can one be overhauled while the other is at work -  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 24" Can one be overhauled while the other is at work Yes  
 Feed Pumps No. and size Pumps connected to the Main Bilge Line No. and size How driven  
 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 Suctions, connected to both Main Bilge Pumps and Auxiliary  
 Bilge Pumps;—In Engine and Boiler Room In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes  
 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  
 Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks  
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line  
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate  
 That Pipes pass through the bunkers How are they protected  
 That pipes pass through the deep tanks 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  
 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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 7616 sq. ft.  
 Forced Draft fitted Yes No. and Description of Boilers 2 SE Main 1-SE Aux. Working Pressure 220 lb.  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? No  
 IS A DONKEY BOILER FITTED? If so, is a report now forwarded?  
 Is the donkey boiler intended to be used for domestic purposes only  
 LANS. Are approved plans forwarded herewith for Shafting 23-5-40 Main Boilers Auxiliary Boilers Donkey Boilers  
 (If not state date of approval)  
 Preheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

## SPARE GEAR.

Is the spare gear required by the Rules been supplied Yes  
 Is the principal additional spare gear supplied Not attached



The foregoing is a correct description of the machinery of the vessel.

A Macneil  
Chief Draughtsman

Manufacturer.



© 2021

Lloyd's Register  
Foundation

003409-003416-0142



1940 Nov: 7-20-26 Dec: 20 (1941) Jan: 6-16-24-31 Feb: 13-20-24-28 Mar: 14-10-18 Apr: 3-10 May: 5-20-26 June: 3-6-23 July: 2-8-11

Dates of Survey while building

During progress of work in shops - - -

During erection on board vessel - - -

Total No. of visits 26

Dates of Examination of principal parts—Cylinders 10-3-41 Slides 20-2-41 Covers 10-3-41

Pistons 10-4-41 Piston Rods 10-4-41 Connecting rods 5-5-41

Crank shaft 24-2-41 Thrust shaft

Tube shaft Screw shaft

Stern tube Engine and boiler seatings

Engines holding down bolts

Completion of fitting sea connections

Completion of pumping arrangements

Main boiler safety valves adjusted

Boilers fixed

Engines tried under steam

Thickness of adjusting washers

Crank shaft material SM. 5 steel Identification Mark 9693 AJB Thrust shaft material Identification Mark

Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark

Screw shaft, material Identification Mark Steam Pipes, material Test pressure Date of Test

Is an installation fitted for burning oil fuel

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

If so, state name of vessel

Is this machinery duplicate of a previous case

General Remarks (State quality of workmanship, opinions as to class, &c. This engine has been built under special survey in accordance with the Rules and approved plans, and the materials and workmanship are good. It has been sent to Starnon-Hurness for installation in the vessel and the Surveyors there have been advised.

206  
29/7/41

The amount of Entry Fee ... £65 : - : -

2/5 Special ... £28 : 14 : -

Donkey Boiler Fee ... £40 : 6 : -

2/5 SPEC. FEE Travelling Expenses (if any) £10 : 2 : -

When applied for, 29 JUL 1941

When received, 19

Committee's Minute GLASGOW 29 JUL 1941

Assigned Separated

Engineer Surveyor to Lloyd's Register of Shipping.

FRI 9 JAN 1942

Lloyd's Register Foundation