

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

8 OCT 1941

Date of writing Report

19

When handed in at Local Office

4/10/1941 Port of

Newcastle-on-Tyne

No. in Survey held at
Reg. Book.

Wallsend.

Date, First Survey 24 March

Last Survey 30th Sept 1941

(Number of Visits 31.)

36274 on the

S.S. "EMPIRE WYCLIF"

Gross
Tons
Net

Built at Sunderland.

By whom built

Short Bros Ltd.

Yard No. 467

When built 1941

Engines made at

Wallsend.

By whom made

N.E. Marine Eng Co (1938) Ltd

Engine No. 3006

When made 1941

Boilers made at

By whom made

Boiler No. 3006

When made 1941

Registered Horse Power

Owners Ministry of War Transport.

Port belonging to

Sunderland

Nom. Horse Power as per Rule

431

Is Refrigerating Machinery fitted for cargo purposes

no

Is Electric Light fitted

yes.

Trade for which Vessel is intended

Ocean going.

ENGINES, &c.—Description of Engines

Triple Expansion

Revs. per minute 68

Dia. of Cylinders 24.39.68

Length of Stroke 48

No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals

as per Rule 13.78

Crank pin dia. 14"

Crank webs

Mid. length breadth 24"

Thickness parallel to axis 8 3/4 MP

Intermediate Shafts, diameter

as per Rule 13.13

as fitted 13 1/4"

Thrust shaft, diameter at collars

as per Rule 13.78

as fitted 14"

Tube Shafts, diameter

as per Rule

Screw Shaft, diameter

as per Rule 14.67

as fitted 15"

Is the tube screw shaft fitted with a continuous liner

yes

Bronze Liners, thickness in way of bushes

as per Rule .747

as fitted 3/4"

Thickness between bushes

as per Rule .56

as fitted 21/32"

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

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

If so, state type

yes

Is an approved Oil Gland or other appliance fitted at the after end of the tube

yes

Length of Bearing in Stern Bush next to and supporting propeller

5'-0"

Propeller, dia. 18'-3"

Pitch 17'-0"

No. of Blades 4

Material C.I.

whether Moveable

no

Total Developed Surface 124 3/4 sq. feet

Feed Pumps worked from the Main Engines, No.

yes

Bilge Pumps worked from the Main Engines, No.

2

Feed Pumps

No. and size 2 @ 7 x 9 1/2 x 21"

How driven Steam

Pumps connected to the

Main Bilge Line

No. and size 1 @ 8 x 5 3/4 x 9

How driven Steam

Ballast Pumps, No. and size

1 @ 9 x 11 x 10"

Lubricating Oil Pumps, including Spare Pump, No. and size

yes

Are two independent means arranged for circulating water through the Oil Cooler

yes

Suctions, connected to both Main Bilge Pumps and Auxiliary

yes

In Pump Room

yes

In Holds, &c.

yes

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

1 @ 8"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size 1 @ 5"

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 fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

yes

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

yes

What Pipes pass through the bunkers

forward Suctions

What pipes pass through the deep tanks

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

no

worked from

yes

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

Total Heating Surface of Boilers 5730 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 220 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

yes

IS A DONKEY BOILER FITTED?

yes

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 12.7.40 Main Boilers 21.5.41 Auxiliary Boilers

Donkey Boilers

Superheaters

yes

General Pumping Arrangements 11.2.41

Oil fuel Burning Piping Arrangements

yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied

yes.

State the principal additional spare gear supplied

1 C.I. propeller. 2 half bottom end bearings & 2 half top end bearings with bolts & nuts. 2 main bearing bolts & nuts. 6 coupling bolts & nuts. 1 set rings for HP piston. 1 set wearing parts for 1 piston rod packing. 1 set of pads for thrust. Spares as required for HP & MP poppet valves, auxiliaries & sundries as per attached list

The foregoing is a correct description.

THE NORTH EASTERN MARINE ENGINEERING CO. (1938) LTD.

John Nall

Manufacturer.

DIRECTOR



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Lloyd's Register
Foundation

004426-004431-0068

1941
Mar. 24. 31. Apr. 7. June 10. 11. 25. July 4. 10. 11. 22. 24. 25. 29. Aug. 5. 7. 13. 18. 22.
26. 27. 29. Sep. 1. 2. 5. 8. 10. 11. 16. 17. 25. 30.

Dates
of Survey
while
building

During erection on
board vessel - - -

Total No. of visits

31.

Dates of Examination of principal parts—Cylinders 12.8.41 Slides 18.8.41 Covers 12.8.41
Pistons 22.8.41 Piston Rods 22.8.41 Connecting rods 22.8.41
Crank shaft 22.7.41 Thrust shaft 22.7.41 Intermediate shafts 29.8.41
Tube shaft ✓ Screw shaft 29.8.41 Propeller 29.8.41
Stern tube 18.7.41 Engine and boiler seatings 11.9.41 Engines holding down bolts 11.9.41
Completion of fitting sea connections 24.7.41
Completion of pumping arrangements 17.9.41 Boilers fixed 11.9.41 Engines tried under steam 16.17/9/41 30/9/41.
Main boiler safety valves adjusted 16.9.41 25.9.41 Thickness of adjusting washers P 7/8" + 7/16" S 7/16" 13/32" 420 T.T.
Crank shaft material Steel Identification Mark 3006 Roll 22.7.41 Thrust shaft material Steel Identification Mark 3006 Roll 22.7.41
Intermediate shafts, material Steel Identification Marks 3006 Roll 29.8.41 Tube shaft, material ✓ Identification Mark 3006 Roll 29.8.41
Screw shaft, material Steel Identification Mark 3006 Roll 29.8.41 Steam Pipes, material Steel Test pressure 660 lbs. Date of Test 8.9.41
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 ✓
Is this machinery duplicate of a previous case yes. If so, state name of vessel Empire Burton

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery has been made & installed under Special Survey in accordance with the approved Plans, the Requirements of the Rules & the Specification. The materials & workmanship are good. The machinery proved satisfactory under working conditions at quay & is eligible in my opinion to have the Records. + LMC 9.41 2SB F.D. CL.

The amount of Entry Fee ... £ 5.0.0. When applied for, 7 OCT 1941
Special ... £ 112.1.0
Donkey Boiler Fee ... £ : : When received, 19.
Travelling Expenses (if any) £ : : 19.

Committee's Minute

FRI. 17 OCT 1941

Assigned

f.d.m.b. 9.41
22. CL.

R. Moffatt
Engineer Surveyor to Lloyd's Register of Shipping.



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