

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 19-6-1943 When handed in at Local Office 21-6-1943 Port of Leith  
No. in Survey held at Burntisland Date, First Survey 9-3-43 Last Survey 15-6-1943  
Reg. Book. 86422 on the S.S. "EMPIRE GLORY."  
Built at Burntisland By whom built Burntisland S. B. Co. Ltd. Yard No. 266 Tons Gross 7290 Net 4996  
Engines made at Glasgow By whom made J. Rowan & Co. Ltd. Engine No. 1116 When built 1943  
Boilers made at Glasgow By whom made J. Rowan & Co. Ltd. Boiler No. 1109 When made 1943  
Registered Horse Power Owners Ministry of War Transport Port belonging to Burntisland.  
Nom. Horse Power as per Rule 510 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes.  
Trade for which Vessel is intended

ENGINES, &c.—Description of Engines

Dia. of Cylinders Length of Stroke No. of Cylinders No. of Cranks  
Crank shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length breadth Mid. length thickness Thickness parallel to axis Thickness around eye-hole  
Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule as fitted  
Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the tube screw shaft fitted with a continuous liner  
Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes 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 tub shaft  
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 How driven Pumps connected to the Main Bilge Line No. and size How driven  
Ballast Pumps, No. and size one 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 2 Port & 2 Star = 3" dia. 1 Direct Star = 5" bore. In Holds, &c. N° 1 Hold 1 P. 1 S. = 3" dia. N° 2 Hold 1 P. 1 S. = 4" dia. N° 3 Hold 1 P. 1 S. = 2 1/2" dia. N° 4 Hold 1 P. 1 S. = 3 1/2" dia. & 1 P. 1 S. = 3" dia. N° 5 Hold Well 1 P. 1 S. = 3" dia. & 1 S. = 2 1/2" dia. 1 Tunnel Well Suction = 2 1/2" dia.  
Main Water Circulating Pump Direct Bilge Suctions, No. and size one at 10" dia. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one at 5" dia.  
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, except main injection on tank side. 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 EXCEPT BILGE DISCHARGE.  
Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes, except main & ballast on tank side. APPROVED ADMIRALTY 28-4-42  
What Pipes pass through the bunkers Bilge Suctions How are they protected Wood ceiling  
What pipes pass through the deep tanks Bilge Suctions 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 No. worked from

MAIN BOILERS, &c.—(Letter for record)

Which Boilers are fitted with Forced Draft Total Heating Surface of Boilers  
Which Boilers are fitted with Superheaters  
No. and Description of Boilers Working Pressure  
IS A REPORT ON MAIN BOILERS NOW FORWARDED?  
IS A DONKEY BOILER FITTED? See Glasgow Pt. N° 67081 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 Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes.  
State the principal additional spare gear supplied 1 Propeller.

The foregoing is a correct description.

Manufacturer.



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004440-004449-0015



Dates of Survey while building  
During progress of work in shops - -  
During erection on board vessel - -  
Total No. of visits 12

Dates of Examination of principal parts—Cylinders Slides Covers  
Pistons Piston Rods Connecting rods  
Crank shaft Thrust shaft Intermediate shafts  
Tube shaft Screw shaft in place 26-3-43 Propeller in place 26-3-43  
Stern tube in place 18-3-43 Engine and boiler seatings 2-4-43 Engines holding down bolts 25-5-43  
Completion of fitting sea connections 2-4-43  
Completion of pumping arrangements 31-5-43 Boilers fixed 11-5-43 Engines tried under steam 31-5-43  
Main boiler safety valves adjusted 31-5-43 Thickness of adjusting washers PORT BLK S = 9/32 SUP = 9/32 P = 5/16 S = 3/4 SUP = 5/16  
CENTRE BLK P = 5/16 S = 5/16 SUP = 5/16  
Crank shaft material Identification Mark 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 No. 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 No. 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 ROSALIND" Ltl. Rpt. N° 20882.

General Remarks (State quality of workmanship, opinions as to class, &c.) This machinery - Glasgow Rpt. N° 67081  
has been efficiently fitted on board, the materials and workmanship being sound and good.  
On completion, the safety valves were adjusted to 220 lbs/sq. in. and the Main and Auxiliary  
machinery were tried under working conditions at a dock trial and found satisfactory.  
This machinery in my opinion, is in a safe working condition and eligible to be classed  
in the Register Book with the notation of L.M.C. 6-43, T.S.C.L., F.I., S.P.T.  
The specification requirements have been carried out together with Ministry of Shipping  
Notice N° M191 where they apply.

Certificate to be sent to  
The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £ 25-2-0  
Special ... £  
Donkey Boiler Fee ... £  
Travelling Expenses (if any) £ 1 : 11 : 6  
To be charged by Ltl. & credited to Ltl.  
When applied for, 21-6-1943  
When received, 19

Committee's Minute

Assigned

+ LMC 6.43  
J.D. CL

TUES. 29 JUN 1943

J. Campbell  
Engineer Surveyor to Lloyd's Register of Shipping.



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Is a Report also sent on the Hull of the Ship? If not, state whether, and when, one will be sent.

NOTE:—The words which do not apply should be deleted.

2nd T 11.41. MCC. (MADE IN ENGLAND.)