

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 19 MAY 1943

Date of writing Report 19 17.5.1943 When handed in at Local Office 17.5.1943 Port of GLASGOW
 No. in Survey held at GLASGOW Date, First Survey 29th July 1942 Last Survey 12th May 1943
 Reg. Book (Number of Visits 44)
 on the S.S. "EMPIRE GLORY" Tons { Gross Net
 Built at BURHTISLAND By whom built BURHTISLAND S.B. CO. LD. Yard No. 266 When built 1943
 Engines made at GLASGOW By whom made DAVID ROWAN & CO. LD. Engine No. 1116 When made 1943
 Boilers made at -DO- By whom made -DO- Boiler No. 1109 When made 1943
 Registered Horse Power Owners Port belonging to
 Nom. Horse Power as per Rule 509 510 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
 Trade for which vessel is intended

ENGINES, &c.—Description of Engines **TRIPLE EXPANSION** Revs. per minute 76
 Dia. of Cylinders 24 1/2" - 39" - 70" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 14" Mid. length breadth 27 1/2" Thickness parallel to axis 9" shrunk
 as fitted 14 1/4" Crank pin dia. 14 3/4" Crank webs Mid. length thickness 9" Thickness around eye-hole 6 3/8"
 Intermediate Shafts, diameter as per Rule 13.33" Thrust shaft, diameter at collars as per Rule 14" as fitted 13 5/8" 14 1/4"
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 14.85" Is the { tube screw } shaft fitted with a continuous liner { YES
 as fitted 3/4" as fitted 15 1/4"
 Bronze Liners, thickness in way of bushes as per Rule 3/4" Thickness between bushes as per Rule 9/16" Is the after end of the liner made watertight in the
 as fitted 13/16" as fitted 3/4" 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 YES
 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
 at NO If so, state type - Length of Bearing in Stern Bush next to and supporting propeller 5-1"
 Propeller, dia. 17-9" Pitch 16-6" No. of Blades 4 Material C.I. whether Moveable NO Total Developed Surface 104.5 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. 2 Diameter 4" Stroke 27" Can one be overhauled while the other is at work YES
 Feed Pumps { No. and size 2 @ 10 1/2" x 8" x 22" Pumps connected to the Main Bilge Line { No. and size How driven
 How driven steam
 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 Pump 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
 What Pipes pass through the bunkers How are they protected
 What 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 3) Total Heating Surface of Boilers 7248 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. Working Pressure 220 lb.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES
 IS A DONKEY BOILER FITTED? NO 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 YES Main Boilers YES Auxiliary Boilers - Donkey Boilers -
 (If not state date of approval)

Superheaters - General Pumping Arrangements Oil fuel Burning Piping Arrangements -

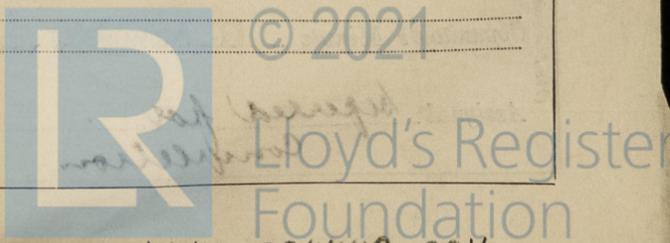
SPARE GEAR.

Has the spare gear required by the Rules been supplied YES
 State the principal additional spare gear supplied List attached

The foregoing is a correct description.

For David Rowan & Co. Ltd.
 Arch. N. Grierson

Manufacturer.



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 1141. MCC. (MADE IN ENGLAND.)

1807

During progress of work in shops - - 1942 July 29 Oct 30 Nov 1942 19 20 21 Dec 1 4 8 15 17 18 23 28 29 30 1943 Jan 18 19 20 21 Feb 2 3 4 10 11 17 22
 24 Mar 2 3 4 5 8 9 11 12 19 22 Apr 13 May 3 9 10 12

Dates of Survey while building {
 During erection on board vessel - - - {
 Total No. of visits 114

Dates of Examination of principal parts - Cylinders 10-2-43 Slides 2-2-43 Covers 10-2-43
 Pistons 17-2-43 Piston Rods 17-2-43 Connecting rods 4-2-43
 Crank shaft 28-12-42 Thrust shaft 4-12-42 Intermediate shafts 13-11-42
 Tube shaft - Screw shaft 8-3-43 Propeller 8-3-48
 Stern tube 9-3-43 Engine and boiler seatings Engines holding down bolts

Completion of fitting sea connections
 Completion of pumping arrangements Boilers fixed Engines tried under steam

Main boiler safety valves adjusted Thickness of adjusting washers
 Crank shaft material S.M. Steel Identification Mark 11846 AJB Thrust shaft material S.M. Steel Identification Mark 11846 AJB
 Intermediate shafts, material S.M. Steel Identification Marks 11846 AJB Tube shaft, material - Identification Mark -

Screw shaft, material S.M. Steel Identification Mark 11846 AJB Steam Pipes, material D.H. Steel Test pressure 660 lb. Date of Test Nov. 1943
 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 TRUMPET" G.O. No. 67059

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery 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 Buntisland for installation in the vessel and, when satisfactory trials have been carried out, will, in my opinion, be eligible to be classed with round + LMC with date and notation C.L. The specification requirements have been carried out satisfactorily.

15-5-43

Certificate to be sent to

The amount of Entry Fee	£ 6	:	When applied for,
4/5 Special GHS. A/C	£ 80	7	18 MAY 1943
1/5 Donkey Boiler Fee LEITH A/C	£ 20	2	When received,
4/5 SPEC ^H FEE GHS.	£ 20	2	19
1/5 Travelling Expenses (if any) DO-LEITH	£ 5	0	19

[Signature]
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 18 MAY 1943

Assigned Superior for completion

TUES. 29 JUN 1943
 see minute on Lth J.S. Mahy Rpt.