

Rpt. 4.

(See Lth. Rpt. No. 20985)

No. 67081

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

19 MAY 1943

Date of writing Report

19

When handed in at Local Office

17.5

1943

Port of

GLASGOW

No. in Survey held at

GLASGOW

Date, First Survey

29th July 1943

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

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"

Crank pin dia.

14 3/4"

Crank webs

Mid. length breadth 27 1/2"

Thickness parallel to axis 9"

as fitted 14 1/4"

Mid. length thickness 9"

shrunk

Thickness around eye-hole 6 3/8"

Intermediate Shafts, diameter

as per Rule 13.33"

as fitted 13 5/8"

Thrust shaft, diameter at collars

as per Rule 14"

as fitted 14 1/4"

Tube Shafts, diameter

as per Rule

Screw Shaft, diameter

as per Rule 14.85"

as fitted 15 1/4"

Is the

tube

screw

shaft fitted with a continuous liner

YES

Bronze Liners, thickness in way of bushes

as per Rule 3/4"

as fitted 13/16"

Thickness between bushes

as per Rule 9/16"

as fitted 3/4"

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

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

No. and size 2 @ 10 1/2" x 8" x 22"

Pumps connected to the

No. and size

Pumps

How driven steam

Main Bilge Line

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 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

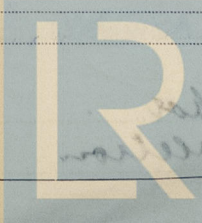
List attached

The foregoing is a correct description.

For David Rowan T.E. & L.

Arch. N. Strickson

Manufacturer.



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Lloyd's Register Foundation

004440-004449-0016

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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.

2m T 11.41. M.C.C. (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 C.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.C. 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 Burntisland 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 CL.
The specification requirements have been carried out satisfactorily.

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

Committee's Minute GLASGOW 18 MAY 1943

Assigned supervised for completion

Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 29 JUN 1943
see minute on Lth J.B. Mahy Rph.
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