

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 10 DEC 1942

Date of writing Report 19 42 When handed in at Local Office 8. 12. 19 42 Port of Glasgow

No. in Survey held at Glasgow Date, First Survey 1941 Dec 26 Last Survey 1-12-42 19 (Number of Visits 26)

Reg. Book on the S.S. "EMPIRE TALISMAN" Tons { Gross Net

Built at By whom built Yard No. 8370 When built

Engines made at Glasgow By whom made Harland & Wolff Ltd. Engine No. A/77 MSM When made 1942

Boilers made at By whom made Boiler No. When made

Registered Horse Power Owners Port belonging to

Nom. Horse Power as per Rule 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" as fitted 14 1/4" Crank pin dia. 14 3/4" Crank webs Mid. length breadth 22" Thickness parallel to axis 9" Mid. length thickness 9" shrunk Thickness around eye-hole 6 3/8"

Intermediate Shafts, diameter as per Rule 13.33" Thrust shaft, diameter at collars as fitted 14"

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 14.85" as fitted Is the { tube screw } shaft fitted with a continuous liner { yes

Bronze Liners, thickness in way of bushes as per Rule 3/4" Thickness between bushes as fitted 9/16" 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 at 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. 2" Diameter 4" Stroke 27" Can one be overhauled while the other is at work yes

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 How driven } 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 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) Total Heating Surface of Boilers 7248 ?

Which Boilers are fitted with Forced Draft Which Boilers are fitted with Superheaters

No. and Description of Boilers Working Pressure 220 ?

IS A REPORT ON MAIN BOILERS NOW FORWARDED ?

IS A DONKEY BOILER FITTED ? 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 26-4-41 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

State the principal additional spare gear supplied

The foregoing is a correct description.

FOR HARLAND AND WOLFF, LIMITED

Wm. J. Wroughton

Manufacturer.

Register Secretary



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Lloyd's Register Foundation

004527-004533-0013

1941 Dec. 26, 30 (1942) Mar. 13, 17, 25, 27 Apr. 10, 17, 28, 29 May 19, 25.
 June 5, 16, 26 July 7, Aug. 13 Sept. 7, 15, Oct. 2, 7, 14
 28 Nov. 4, 12, Dec. 1

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 7-7-42 Slides 13-8-42 Covers 7-7-42
 Pistons 13-8-42 Piston Rods 7-9-42 Connecting rods 7-10-42
 Crank shaft 17-3-42 Thrust shaft Intermediate shafts
 Tube shaft Screw shaft Propeller
 Stern tube 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 Steel Identification Mark 8370/4 P.F. ^{TEST N^{os}} 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
 Is this machinery duplicate of a previous case yes If so, state name of vessel A/74 M.S.M. Glasgow Rpt No. 65888

General Remarks (State quality of workmanship, opinions as to class, &c.)
 These main engines have been built under Special Survey and in accordance with the approved plans, the Rules of this Society, and the Ministry of War Transport Specification.
 The materials and workmanship are good.
 The engines have been dismantled and despatched to the Railway Goods Yard, Larkhall, to be stored until required.
 The machinery will be eligible in my opinion to be classed in the Register Book with the notation +LME, C.L. with date, when efficiently installed on board a classed vessel and tried under working conditions.

*Rob
8/12/42*

Certificate to be sent to

The amount of Entry Fee ... £ 6 : -	When applied for, 8 DEC 1942
Special ^{2/5 of £100-10-0} Specification ... £ 40 : 4	
Donkey Boiler Fee ... £ 10 : -	When received, 19
Travelling Expenses (if any) £ : :	

P. Fitzgerald
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 8 DEC 1942

Assigned Deferred for Completion

