

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 1943 When handed in at Local Office 30 8 1943 Port of GLASGOW  
No. in Survey held at GLASGOW Date, First Survey 1st Dec 1942 Last Survey 17th Aug. 1943  
Reg. Book (Number of Visits 43)  
on the S/S "EMPIRE DARING" Tons { Gross 7059  
Net 4801  
Built at PT GLASGOW By whom built WM. HAMILTON & CO. LD. Yard No. 459 When built 1943  
Engines made at GLASGOW By whom made DAVID ROWAN & CO. LD. Engine No. 1127 When made 1943  
Boilers made at -DO- By whom made -DO- Boiler No. 1124 When made 1943  
Registered Horse Power Owners The Admiralty Port belonging to Greenock  
Nom. Horse Power as per Rule 509 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES  
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"  
as fitted 14 1/4" Crank pin dia. 14 3/4" Crank webs shrunk Thickness around eye-hole 6 3/8"  
as per Rule 12.33" Mid. length thickness 9" as per Rule 14"  
Intermediate Shafts, diameter as fitted 13 5/8" Thrust shaft, diameter at collars as fitted 14 1/4"  
Tube Shafts, diameter as per Rule 14.85" Is the { tube screw } shaft fitted with a continuous liner { YES  
as fitted 3 1/4" as fitted 15 1/4" as per Rule 9 1/16"  
Screw Shaft, diameter as fitted 3 1/4" as per Rule 13/16" 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. 18' 3" Pitch 16' 6" No. of Blades 4 Material C.S. whether Moveable NO Total Developed Surface 110 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 { No. and size 2 @ 10 1/2" x 8" x 22" Pumps connected to the { No. and size Ballast Pump 200 tons/hr. G.S. Pump  
Pumps How driven steam Main Bilge Line How driven steam 30 tons/hr.  
Ballast Pumps, No. and size 1 @ 200 tons/hr. 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 4 @ 3" 1 @ 2 1/2" in offshoot In Holds, &c. Nos. 1, 2 & 3 2 @ 3" H. 2 @ 3 1/2"  
In Pump Room Tunnel well 1 @ 2 1/2" Cross bunker 2 @ 2 1/2"  
Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 10" 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. Main inlet on reservoir Are they fitted with Valves or Cocks Both  
Are they fixed sufficiently high on the ship's side to be seen without lifting the stowhold plates Yes Are the Overboard Discharges above or below the deep water line Both  
Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes  
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 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 S) Total Heating Surface of Boilers 7268  
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 Main Boilers Auxiliary Boilers - Donkey Boilers -  
(If not state date of approval)

Superheaters - General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements -

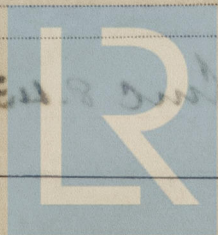
## SPARE GEAR.

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.

Walter Mackenzie, For David Rowan & Co. Ltd. Manufacturer.



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Lloyd's Register  
Foundation

1942 Dec 1. 11. 18. 23. 30 1943 Jan 8. 11. 18. 25 27. 28 Feb 1. 12. 17. 24. 26 Mar 8. 9. 12. 16. 17. 19. 22. 23. 25. 30  
During progress of work in shops --  
During erection on board vessel --  
Total No. of visits 143

Dates of Examination of principal parts—Cylinders 22-3-43 Slides 22-3-43 Covers 22-3-43  
Pistons 24-5-43 Piston Rods 24-5-43 Connecting rods 19-3-43  
Crank shaft 26-2-43 Thrust shaft 8-3-43 Intermediate shafts 8-3-43  
Tube shaft — Screw shaft 11-5-43 Propeller 11-5-43  
Stern tube 26-5-43 Engine and boiler seatings 22-6-43 GRK. Engines holding down bolts 27-7-43  
Completion of fitting sea connections 22-6-43 GRK.  
Completion of pumping arrangements 9-8-43 Boilers fixed 27-7-43 Engines tried under steam 17-8-43  
Main boiler safety valves adjusted 6-8-43 Thickness of adjusting washers P+C 5/16" pro Supt. 9/32 5 3/8" pro 5/16"  
Crank shaft material SM. Steel Identification Mark 11923ATB Thrust shaft material SM. Steel Identification Mark 11923ATB  
Intermediate shafts, material SM. Steel Identification Marks 11923ATB Tube shaft, material — Identification Mark —  
Screw shaft, material SM. Steel Identification Mark 11923ATB Steam Pipes, material SM. Steel Test pressure 660 lb. Date of Test July 1943  
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 TRUMPET" No Rpt. 670  
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 satisfactorily installed in the vessel, tested under working conditions and, in my opinion, is eligible to be classed with record + LMC 8, 43 and notation CL  
The Specification requirements have been carried out satisfactorily.

The amount of Entry Fee ... £ 6 : 9 :  
Special ... £ 100 : 5 :  
Donkey Boiler Fee ... £ : :  
SPEC. FEE Travelling Expenses (if any) £ 25 : 2 :  
When applied for, 31 AUG 1943  
When received, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute ...  
Assigned ... 1st Aug 8.43