

Received at London Office

ENGINES, &c.—Description of Engines *Superior triple expansion* Revs. per minute *76*
 Dia. of Cylinders *24 1/2 x 39 x 70* Length of Stroke *48* No. of Cylinders *3* No. of Cranks *3*
 Crank shaft, dia. of journals *as per Rule 13.99* Crank pin dia. *14 1/4* Mid. length breadth *21* Thickness parallel to axis *9*
as fitted 14 1/4 Crank webs *shrunken* Mid. length thickness *9* Thickness around eye-hole *6 1/4*
 Intermediate Shafts, diameter *as per Rule 13.32* Thrust shaft, diameter at collars *as per Rule 13.99*
as fitted 13 7/8 *as fitted 14 1/4*
 Tube Shafts, diameter *as per Rule* Screw Shaft, diameter *as per Rule 14.84* Is the { tube } shaft fitted with a continuous liner { *yes*
as fitted *as fitted 15 1/4* { screw }
 Bronze Liners, thickness in way of bushes *as per Rule .753* Thickness between bushes *as per Rule .56* Is the after end of the liner made watertight in the
as fitted .812 *as fitted 2 1/2* 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 *One length*
 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 *no* If so, state type Length of Bearing in Stern Bush next to and supporting propeller *5'-1"*
 Propeller, dia. *18'-3"* Pitch *15'-10"* No. of Blades *4* Material *Barton* whether Moveable *no* Total Developed Surface *98.5* sq. feet
 Feed Pumps worked from the Main Engines, No. *1* Diameter *4* Stroke *28* Can one be overhauled while the other is at work *yes*
 Bilge Pumps worked from the Main Engines, No. *2* Diameter *4* Stroke *28* Can one be overhauled while the other is at work *yes*
 Feed { No. and size *1 @ 9 1/2 x 7 x 21 SINGLEX* Pumps connected to the { No. and size *2 @ 4 x 28* } *1 @ 10 x 12 x 12 & 1 @ 9 1/2 x 7 x 21 SINGLEX*
 Pumps { How driven *INDEPENDENT STEAM* Main Bilge Line { How driven *MAIN ENGINE* } *INDEPENDENT STEAM*
 Ballast Pumps, No. and size *1 @ 10 x 12 x 12 DUPLEX* Lubricating Oil Pumps, including Spare Pump, No. and size *1 @ 5*
 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 @ 5"* In Pump Room *2 @ 3"* *1 @ 5"* In Holds, &c. *Nº 1. 2 @ 3"* *Nº 2. 2 @ 3 1/2"* *Nº 3. 2 @ 3"* *Nº 4. 2 @ 2 1/2"*
BLR RM. 2 @ 3" *ENG RM. 3 @ 3"* *ONLY BILGE 6 @ 2"* *Nº 5. 2 @ 3"* *Nº 6. 3 @ 2 1/2"* *TUNNEL WELL 1 @ 2 1/2"*
 Main Water Circulating Pump Direct Bilge Suctions, No. and size *1 @ 9"* 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 *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 stokehold plates *yes* Are the Overboard Discharges above or below the deep water line *Below*
 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 *BILGE PIPES TO FORWARD HOLDS* How are they protected *Wood ceiling*
 What pipes pass through the deep tanks *BILGE PIPES TO FORWARD HOLDS* 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 *—*

SPARE GEAR.

The foregoing is a correct description.

FOR THE CENTRAL MARINE ENGINE WORKS

(221) Green & Co. 3121

Manufacturer.

GENERAL MANAGER

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Lloyd's Register
Foundation

011227-011234-0348

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Dates of Survey while building

During progress of work in shops - - { 1944. Oct 2. 1945. Jan 6. April 9. 23. 27. 30 May 13. 14. 16. 17. 18. 23. 25. 28. 29. June 1. 4. 5. 6. 7. 8. 9. 11. 12. 13. 14. 18. 19. 20. 21. 22. 28. 29. July 2. 4. 5. 9. 12. 13. 16. 17. 18. 19. 20. 21. 23. 25. 26. 28. Aug 1. 2. 16. 17. 20. 22. 23. 24. 27. 28. 29. Sept 3. 4. 6.

During erection on board vessel - - { 1945. June 27. July 3. 10. 23. 31. Aug 21. 25. 29. 30. Sept 5. 12. 18. 19. 20. 21. 22.

Total No. of visits 81

Dates of Examination of principal parts—Cylinders 23-4-45 - 21-6-45 Slides 21-6-45 Covers 21-6-45

Pistons 21-6-45 Piston Rods 21-6-45 Connecting rods 21-6-45

Crank shaft 23-4-45 - 18-6-45 Thrust shaft 28-5-45 - 18-6-45 Intermediate shafts 18-5-45 - 17-7-45

Tube shaft - Screw shaft 18-6-45 17-7-45 Propeller 17-7-45

Stern tube 17-7-45 Engine and boiler seatings 12-6-45 Engines holding down bolts 29-8-45

Completion of fitting sea connections 12-6-45

Completion of pumping arrangements 18-9-45 Boilers fixed 29-8-45 Engines tried under steam 19-9-45

Main boiler safety valves adjusted 18-9-45 Thickness of adjusting washers

Crank shaft material Singor Steel Identification Mark N° 49124 Thrust shaft material Singor Steel Identification Mark CX91003-1HT

Intermediate shafts, material Singor Steel Identification Marks 11567 11566 11625 Tube shaft, material - Identification Mark -

Screw shaft, material Singor Steel Identification Mark M° 31118 HT Steam Pipes, material SP STEEL Test pressure 660 LBS Date of Test 3-9-45

Is an installation fitted for burning oil fuel Yes Is the flash point of the oil to be used over 150° F. Yes

Have the requirements of the Rules for the use of oil as fuel been complied with Yes

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 No If so, state name of vessel Smile - Empire Indor

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been constructed under special survey and in accordance with the approved plans and specification.

The materials and workmanship have been found good.

The machinery of this vessel is eligible in my opinion to be classed in the Register Book of LMC 9.45 3SB (4K) F.D. C.L. Fitted for Oil Fuel 9.45 F.P. above 150° F.

Certificate to be sent to

The amount of Entry Fee	£ 6 : 0 :	When applied for,
Special	£ 102 : 1 :	28/9/1945
Donkey Boiler Fee	£ 25 : 10 :	When received,
Travelling Expenses (if any)	£ : :	19.

Committee's Minute 2 NOV 1945

Assigned + LMC 9.45 Sph.

FITTED FOR OIL FUEL 9.45 FLASH POINT ABOVE 150° F. F.D. C.L.

Arthur W. Oxford
Engineer Surveyor to Lloyd's Register of Shipping.