

Rpt. 4.

NEWCASTLE-ON-TYNE No. 103276

N.E. Mar. Machy Installing
no 3112. 3112

EMPIRE HONDURAS

Short No. 486

No. 33850

Launched
26/6/45

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report

19

When handed in at Local Office

17 DEC 1943

Port of

Received at London Office

20 DEC 1943

No. in Survey held at

Reg. Book

on the

S/S "EMPIRE HONDURAS"

Date, First Survey

1st

1942

Last Survey

13th

Apr 1943

(Number of Visits 22)

Built at

By whom built

Engines made at

By whom made

G. Clark (1938) L.S.

Yard No.

NEM(W) 3054

Tons

Gross

Net

When built

Boilers made at

By whom made

North & Marine Eng. (1938) Ltd.

Boiler No.

3081

When made

1943.

Registered Horse Power

Owners

Ministry of War Transport

Port belonging to

Sunderland

Nom. Horse Power as per Rule

514

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Trade for which vessel is intended

ENGINES, &c.—Description of Engines

Dia. of Cylinders

24 1/2" - 34" - 40"

Length of Stroke

48"

No. of Cylinders

3

Revs. per minute

Crank shaft, dia. of journals

as per Rule 13.99"

as fitted 14 1/4"

Crank pin dia.

14 1/4"

Crank webs

Mid. length breadth 29 1/2"

Mid. length thickness 9" HP & MP

No. of Cranks

9" HP & MP

Thickness parallel to axis 9 1/2" LP

Thickness around eye-hole 4 1/8" HP

Thrust shaft, diameter at collars

as per Rule

4 5/8" journal

Intermediate Shafts, diameter

as per Rule

as fitted

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

Is the { tube } shaft fitted with a continuous liner { screw }

Bronze Liners, thickness in way of bushes

as per Rule

as fitted

Thickness between bushes

as per Rule

as fitted

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

at

If so, state type

Is an approved Oil Gland or other appliance fitted at the after end of the tube

Propeller, dia.

Pitch

No. of Blades

Material

Length of Bearing in Stern Bush next to and supporting propeller

Feed Pumps worked from the Main Engines, No.

Diameter

Stroke

Total Developed Surface

sq. feet

Bilge Pumps worked from the Main Engines, No.

Diameter

Stroke

Can one be overhauled while the other is at work

Feed Pumps

No. and size

How driven

Pumps connected to the Main Bilge Line

No. and size

How driven

Can one be overhauled while the other is at work

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

Bilge Pumps:—In Engine and Boiler Room

Suctions, connected to both Main Bilge Pumps and Auxiliary

In Pump Room

In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size

No. and size

Independent Power Pump Direct Suctions to the Engine Room Bilges,

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

Which Boilers are fitted with Forced Draft

Which Boilers are fitted with Superheaters

No. and Description of Boilers

Working Pressure

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

(If not state date of approval)

Main Boilers

Auxiliary Boilers

Donkey Boilers

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.

Archibald J. Berry

Manufacturer.



© 2021

Lloyd's Register
Foundation

011823-011825-0178

REMARKS
is should

have
be
deck
second
hatch
strong
the re.
oring
the g

U
S
T

Dates of Survey while building
During progress of work in shops - - { 1943. Dec 1. 1943. Jan 4. 5. 11. 18 Feb 1. 8. 9. 23. March 12. 13. 14. 17. 24. 30 April 1. 2. 5. 6. 8. 13
During erection on board vessel - - - {
Total No. of visits. 22

Dates of Examination of principal parts—Cylinders H.P. 23/2/43 M.P. 12/3/43
Pistons 16/3/43 L.P. 16/3/43 Slides 16/3/43 Covers (40 cyps.)
Piston Rods 14/3/43
Connecting rods 13/4/43
Crank shaft 4/1/43 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 Ingot Steel Identification Mark N° 3054 W.M.F. 4/1/43 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. If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.) This machinery has been built under Special Survey in accordance with the approved plans, Specification & the rules of the Society.
The materials & workmanship are good.

After Erection the engine has been dismantled & stored at the works of Messrs J. Dickinson & Son L^{td} Sunderland awaiting allocation to a ship.

Note: This engine will probably become North Eastern No. 100. Eng. Co L^{td} (Wallsend) contract N° 3081.

This engine has been efficiently fitted on board S/S EMPIRE HONDURAS, Short Bros Yards 486.

Aulatt
Newcastle on Tyne

The amount of Entry Fee ... £ 6 : : When applied for,
2/5 Special ... £ 40 : 6 : 17 DEC 1943
Dry Dock Fee ... £ 10 : 1 : : When received,
Travelling Expenses (if any) £ : : : 19

Committee's Minute ... FRI. 30 NOV 1945
Assigned ... See F.E. machy. spl.