

S.S. "ALSTER", to be re-named "EMPIRE ENDURANCE."

No. 69500 in Register Book.

Classification.

This vessel was constructed in 1928 by Messrs. A. G. "Vulcan," Hamburg, and has been classed with Germanische Lloyd.

The vessel is a prize ship, and the Ministry of Shipping has requested that she be surveyed with a view to classification with this Society.

The Middlesbrough Surveyors have forwarded plans of the boilers and pumping arrangements, together with some shafting dimensions.

The scantlings of the boilers, as shown on the plan, meet the requirements of the Rules for the original working pressure of 14.5 Kgs. per sq. cm. (206 lb. per sq. in).

The plans of the pumping arrangements are in accordance with the Rules in force at the time the vessel was built, with the exception of a number of items mentioned in detail in the submission below.

IT IS SUBMITTED the Middlesbrough Surveyors be informed that, provided the machinery be opened up, examined and found in good condition, the sizes of the shafting be in accordance with the Rules, the boilers be examined internally and externally, together with their mountings, and found in good order, the scantlings of the boilers be as shown on the plan, and the pumping arrangements be examined and found satisfactory, and the items detailed below be complied with, the machinery of this vessel might be accepted, and a notation of



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L.M.C. (with date), but without the distinguishing mark +, be assigned.

It is noted that plans of the main engine shafting are available on board the vessel, and the Surveyors should be requested to forward the plans to this Office, together with the undernoted particulars, in order that consideration may be given to the sizes of shafting stated in their letter:-

- 1) I.H.P. of main reciprocating engines.
- 2) S.H.P. of low pressure turbine, or, alternatively, the combined S.H.P. of the reciprocating engines and turbine.
- 3) Revolutions of the screw shaft.
- 4) Diameter of propeller.

Pumping arrangement items to be dealt with:-

- a) Blank flanging devices required on deep oil tank suctions.
- b) Gutterways and sparring or lining to be arranged in way of deep oil tank bulkheads in holds.
- c) Dry tank suction valves to be of non-return type, if not already of this type.
- d) The sizes of the tank air pipes to be to the Surveyors' satisfaction.
- e) Provision to be made for draining the chain locker if this is not already provided.
- f) Valves in deep oil fuel tanks to be controlled from outside the compartment in which the tanks are situated.

Return 4 plans.
Retain 4 photo copies.

J.R.S.

B.W.

J.R.

3.7.40.

A.P.

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