

No. 68583

Rpt. 4.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office. 193 JUL 1944

Date of writing Report 19 When handed in at Local Office 11.7.1944 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 28.7.43 Last Survey 5.7.1944
 Reg. Book (Number of Visits 42)
 on the S.S. "EMPIRE ROSEBERY"
 Tons { Gross 2340
 Net 1281
 Built at Glasgow By whom built Blythwood S/B Co Ltd Yard No. 77 When built 1944
 Engines made at Glasgow By whom made D. Rowan & Co Ltd Engine No. 1140 When made 1944
 Boilers made at -do- By whom made -do- Boiler No. 1126 When made 1944
 Registered Horse Power Owners The Ministry of War Transport Port belonging to Glasgow
 Nom. Horse Power as per Rule 242 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 86½
 Dia. of Cylinders 18"-31"-52" Length of Stroke 39" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 10.653" Crank pin dia. 10¾" Crank webs Mid. length breadth 21" Thickness parallel to axis 6¾"
 as fitted 10¾" Mid. length thickness 6¾" shrunk Thickness around eye-hole 4¾"
 Intermediate Shafts, diameter as per Rule 10.145" Thrust shaft, diameter at collars as per Rule 10.653"
 as fitted None as fitted 10¾"
 Tube Shafts, diameter as per Rule 11.311" Screw Shaft, diameter as per Rule 11½" Is the { tube } shaft fitted with a continuous liner { Yes }
 as fitted 11½" as fitted 11½"
 Bronze Liners, thickness in way of bushes as per Rule 642" Thickness between bushes as per Rule 48"
 as fitted 11/16" as fitted 5/8" 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 3'-10"
 Propeller, dia. 14'-0" Pitch 14'-0" No. of Blades 4 Material C.I. whether Moveable No Total Developed Surface 64 sq. feet
 Feed Pumps worked from the Main Engines, No. None Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work. ✓
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 3½" Stroke 21" Can one be overhauled while the other is at work. Yes
 Feed Pumps { No. and size 2 @ 8½"-6" x 18" Pumps connected to the { No. and size General Service one @ 4"-8" x 18"
 { How driven Steam Main Bilge Line { How driven Steam
 Ballast Pumps, No. and size None in E.R. 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 3 @ 2½" & one @ 2" ✓
 In Pump Room One at 4" ✓ In Holds, &c. None

Main Water Circulating Pump Direct Bilge Suctions, No. and size One at 6" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size One at 4" 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. Yes
 Are all Sea Connections fitted direct on the skin of the ship. Yes 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 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. None How are they protected. ✓
 What pipes pass through the deep tanks. None 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. No tunnel Is it fitted with a watertight door. ✓ worked from. ✓

MAIN BOILERS, &c.—(Letter for record (5)) Total Heating Surface of Boilers 3360 sq. ft.
 Which Boilers are fitted with Forced Draft main Which Boilers are fitted with Superheaters none
 No. and Description of Boilers One S.E. Working Pressure 220 lbs/10"
 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. ✓

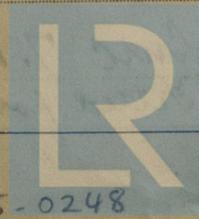
PLANS. Are approved plans forwarded herewith for Shafting 29-10-43 Main Boilers Yes Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval)
 Superheaters ✓ General Pumping Arrangements 30/11/43 Oil fuel Burning Piping Arrangements 30/11/43
 Steam, exhaust, Feed & Drain Arrgs. forwarded now.

SPARE GEAR.

Has the spare gear required by the Rules been supplied. Yes
 State the principal additional spare gear supplied. Lost attached. ✓

The foregoing is a correct description.
 For David Rowan & Co. Ld.
 Archd. N. Grierson

Manufacturer.



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During progress of work in shops -- 1943 July 28 30 31 Aug 28 Sep 9 10 21 Oct 8 9 11 15 22 Nov 1 2 5 9 10 12 15 18 23 Dec 7 9 10 16
 24 29 1944 Jan 21 Feb 11 21 Mar 7 19 22 23 24 29 Jun 26 9 14 19 July 5
 Dates of Survey while building During erection on board vessel ---
 Total No. of visits 43

Dates of Examination of principal parts—Cylinders 9-10-43 Slides 24-12-43 Covers 9-10-43
 Pistons 24-12-43 Piston Rods 24-12-43 Connecting rods 24-12-43
 Crank shaft 2-11-43 Thrust shaft 6-6-44 Intermediate shafts ✓
 Tube shaft ✓ Screw shaft 21-2-44 Propeller 21-2-44
 Stern tube 12-11-43 Engine and boiler seatings 23-5-44 Engines holding down bolts 9-6-44
 Completion of fitting sea connections 22-5-44
 Completion of pumping arrangements 26-6-44 Boilers fixed 19-6-44 Engines tried under steam 5/7/44
 Main boiler safety valves adjusted 26-6-44 Thickness of adjusting washers $\frac{F}{8}$ " $\frac{A}{16}$ "
 Crank shaft material S.M. Steel Identification Mark LLOYDS 12662 JS. Thrust shaft material S.M. Steel Identification Mark LLOYDS 12662 JS.
 Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material S.M. Steel Identification Mark LLOYDS 12662 JS. Steam Pipes, material S. ✓ Test pressure 660 lbs/sq" Date of Test June 1944
 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 ✓ 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 Pym" Glo Rept. No 68260

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. 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 L.M.C. 7,44 and notation C.L. Fitted for oil fuel 7,44 F.P. above 150° F. The specification requirements have been carried out satisfactorily

RJE
 10-7-44

The amount of Entry Fee	£ 4 : 0 : 0	When applied for,
Special Specification	£ 60 : 10 : 0	11 JUL 1944
Donkey Boiler Fee	£ 15 : 2 : 0	When received,
Travelling Expenses (if any)	£ :	19

Jas. Stevenson
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 11 JUL 1944

Assigned - L.M.C. 7,44 F.P. Fitted for oil fuel 7,44 F.P. above 150° F.

