

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

JAN. 28. 1914

Date of writing Report 21st Feb. 1914 When handed in at Local Office

23 FEB 1914

Port of

LIVERPOOL.

No. in Reg. Book. Survey held at Liverpool

Date, First Survey 13 Jan Last Survey 19 Feb 1914

647 on the Machinery of the Wood, Iron or Steel *Empress of Ireland* Master *W. Murray*

Tonnage Gross 14191 Net 8028 Vessel built at Glasgow By whom Fairfield & Co Ltd When 1906-6

Registered Horse Power 3168 Engines made at ditto By whom ditto When 1906

No. of Main Boilers 9 Boilers, when made (Main) 1906 (Donkey)

No. of Donkey Boilers 1 Owners Canadian Pacific Railway Co Port Liverpool Voyage Halifax, N.S.

Steam Pressure in Main Boilers 220 If Surveyed Afloat or in Dry Dock Sandon & Prochlebank Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers

Last Report No. Port

Particulars of Examination and Repairs (if any) L.M.C.

(Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? ☒ Was a damage report made by anyone else? If so, by whom? ☒

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Did the Surveyor examine the Safety Valves of the Main Boiler? *yes* To what pressure were they afterwards adjusted under steam? 220 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? *yes*, and of the Donkey Boiler?Did the Surveyor examine the drain plugs of the Main Boilers? *none*, and of the Donkey Boiler?Did the Surveyor examine all the mountings of the Main Boilers? *yes*, and of the Donkey Boiler?Has screw shaft now been drawn and examined? *no* Is it fitted with continuous liner? ☒ or two liners? ☒ or is it without liners? ☒Has shaft now been changed? ☒ If so, state reasonsIs the shaft now fitted new? ☒ Has it a continuous liner? ☒ or two liners? ☒ or is it without liners? ☒State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Both $\frac{1}{4}$ "

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.

Examined cylinders, pistons and slide valves, crank thrust and tunnel shafting and condensers of both engines, pumps sea connections, propellers and outside fastenings.

Both 1st M.P. cylinders bored and new piston rings fitted.

The tubes of both condensers drawn, examined and tested, and a number renewed.

Feed and bilge pumps overhauled and parts renewed.

Examined all main boilers inside and outside with their safety valves and mountings. Two furnaces of port forward boiler set up fair. In all boilers 32 screwed stays and 9 manhole doors renewed. Safety valves adjusted under steam to working pressure.

General Observations, Opinion, and Recommendation:—This vessels machinery (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, R.S. 0.11, R.&H.S. 0.11, or L.M.C. 0.11, (40 lb., F.D., &c.)

as far as now seen, is in good and safe working condition and eligible in our opinion to remain as classed, and to have fresh record of survey + L.M.C. 2.14.

Survey Fee (per Section 26) £5.10.0 Fees applied for

Special Damage or Repair Fee (if any) £ Received by me, 27 FEB 1914

Working Expenses (if chargeable) £ 19.3.10

Committee's Minute LIVERPOOL. 27 FEB 1914

Signed *L.M.C. 2.14* TUE. JUN. 9-1914

MACHINERY CERTIFICATE

WRITTEN 23.14



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