

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

(Received at London Office)

OCT 10 1940 OCT 11 1940

Date of writing Report 19. 8. 1940 When handed in at Local Office 19. 8. 1940 Port of Bombay

No. in Survey held at Bombay Date First Survey 12. 8. '40 Last Survey 17. 8. 1940  
 Reg. Book. 21321 on the Machinery of the Wooden or Steel 5/5 "British Emperor" (No of Vistas 4)

Gross 3663 Vessel built at Newcastle By whom Armstrong Whitworth & Co. Ltd. When 1916. 8  
 Net 2155 Engines made at Newcastle By whom N.E. Mann & Co. Ltd. When 1916  
 Nominal 380 Boilers, Open made (Main) 1916 (Donkey) ✓  
 Horse Power 3 Owners British Tanker Co. Ltd. Owners' Address  
 No. of Main Boilers 3 Managers Hughes Drydock (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers 18044 Port London Voyage  
 Steam Pressure in Main Boilers ✓ If Surveyed Afloat & in Dry Dock Hughes Drydock (State name of Dock.)  
 in Donkey Boilers ✓

Last Report No. Port  
 Particulars of Examination and Repairs (if any) Int. & B.S.

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.

1 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? Yes

" " Donkey " " " "

this was not done, state for what reasons?

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

So 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?

State latest date of internal examination of each boiler 12. 8. 16. 8. '40

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 180 lbs/sq. in.

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 Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? Yes

, and of the Donkey Boilers?

Has screw shaft now been drawn and examined? No

Is it fitted with continuous liner? ✓

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? ✓ If so, state reasons

Has the shaft now fitted been previously used?

Has it a continuous liner? ✓

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/16"

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? ✓

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

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

Vessel in dry dock. Examined propeller, stern bush end and outside fastenings and found all in good order. Sea connections opened up and overhauled.

Examined the 3 main boilers throughout with mountings and found generally in efficient condition. Mountings overhauled.

Boilers afterwards examined under steam and safety valves adjusted as above.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now seen, is in efficient condition and is eligible, in my opinion, to remain as classed with fresh record of B.S. 8. '40.

Survey Fee (per Section 20) £ 275/-  
 Special Damage or Repair Fee (if any) (per Section 20.) £  
 Selling expenses (if chargeable) £ 10/-  
 Fees applied for 19. 8. 1940  
 Received by me, 19

Committee's Minute

Signed

John & H. Louthwell  
 Engineer Surveyor to Lloyd's Register of Shipping.



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