

## REPORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES AND BOILERS

(Received at London Office)

16 JUL 1942

Date of writing Report 8.4.1942 When handed in at Local Office 10 Port of Birkenhead

No. in Reg. Book 23141 Survey held at Birkenhead Date First Survey 26/6/42 Last Survey 30/6/1942

23141 on the Machinery of the Wood, Iron & Steel M.V. "EMPIRE ATTENDANT" (No. of Visits 2)

Tonnage Gross 4524 Vessel built at Glasgow By whom Bailey, Burrell & Co. When 1921

Net 4529 Engines made at London By whom H. Brit. Diesel Engine Co. Ltd. Then 1921

Nominal Horse Power 1085 Boilers, when made (Main) (Donkey) 1921

No. of Main Boilers 1 Owners Ministry of War Transport Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers A. West & Co. Port Glasgow Voyage

Steam Pressure in Main Boilers ✓ X Surveyed Afloat on Dry Dock East Float (State name of Dock.)

in Donkey Boilers 100 lbs

Last Report No. 13275 Port BELParticulars of Examination and Repairs (if any) Repairs.

(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? ✓" " 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? ✓State latest date of internal examination of each boiler ✓Present condition of funnel efficientDid the Surveyor examine the Safety Valves of the Main Boiler? ✓To what pressure were they afterwards adjusted under steam? ✓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? ✓, 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? ✓, and of the Donkey Boilers? ✓Has the screw shaft now been drawn and examined? noIs 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 Afloat

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

Is electric light and/or power fitted ✓If so, 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? ✓If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

It was stated that while on passage from Belfast to Liverpool, No 2 port main engine piston and No 4 starboard main engine piston were found to "blow" under full load, also the fuel pump of the port forward auxiliary was not functioning satisfactorily.

How done:- the following opened up and examined:

No 2 port and No 4 starboard main engine cylinders, covers, pistons, valves & valve gear.

Port forward auxiliary fuel pump.

Repairs. No 2 port and No 4 starboard main engine pistons renewed.

Port forward auxiliary engine fuel pump valves and valve seat machined,

governor spindle & plunger renewed

main and auxiliary machinery tried in dock and found satisfactory.

General Observations, Opinion, and Recommendation: The machinery of this vessel

(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, B.S. 0, 11, B.&M.S. 0, 11, & L.M.C. 0, 11, or L.M.C. 140 lb., F.D., &c.)

where now seen is eligible in our opinion to remain as now classed.

Survey Fee (per Section 29) £ : : Fees applied for 9 JUL 1942

Special Damage or Repair Fee (if any) (per Section 29.) £ 3 : 3 : 0

Travelling expenses (if chargeable) £ : : Received by me, 14 JUL 1942

LICENCE ONCE COMMITTEE'S Minute

Assigned As now

H. Lindley B. Lushard.  
Engineer Surveyor to Lloyd's Register of Shipping.





Printed

"EMPIRE ATTENDANT" V.M.

14182

1851  
1851

1891  
The first time I saw the  
B. adamsi, yellow

asphyxiated  
noted

4524  
P524  
2801

создачу

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 ad. shell. D  
 small tooth

28.00

12. 6. 1  
14. 11. 1  
+LMC 9. 10

1A 001 +  
14.7  
0.01 - 8.02

Reparis.

Oil Engine

different

1000

komplette

[illegible]

where was seen is eligible in our opinion to remain on record.

Notes

4 June

25. 7. 42

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