

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

(Received at London Office)

Date of writing Report.....19..... When handed in at Local Office.....17 NOV 1947.....  
 No. in Survey held at.....HULL..... Port of.....HULL.....  
 Reg. Book.....06910..... Date. First Survey.....15.9.47..... Last Survey.....30.10.1947.....  
 on the Machinery of the ~~Wood, Iron or Steel~~ "EMPIRE CONLEA". (No. of Visits.....17.....)

Tonnage { Gross 250 Vessel built at Rendsburg By whom Werft Nobiskrug G.m.b.H. When 1939  
 Net 149 Engines made at Kiel By whom Deutsche Werke AG. When -do-  
 Nominal 47 MN Boilers, when made (Main) (Donkey)  
 No. of Main Boilers Owners Jepperson Heaton & Co. Owners' Address  
 No. of Donkey Boilers Managers (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers Port London Voyage  
 in Donkey Boilers if Surveyed Afloat or in Dry Dock Victoria Dock & Central Dry Dock.  
 (State name of Dock.)

Last Report No. Port

## Particulars of Examination and Repairs (if any) Classification.

Periodical Surveys, when held, must be reported in detail and serially 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 not, state for what reasons

What parts of the Boilers could not be thus thoroughly examined?

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

Did the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

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? Yes

Has it a continuous liner? No

Is an approved oil retaining appliance fitted at the after end? No

Has shaft now been changed? No If so, state reasons

Has the shaft now fitted been previously used?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft 23.9.47.

State the wear down in the stern bush renewed.

Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the classification survey the oil & fuel installation should comply with the requirements of the Rules, all plans of the machinery remain to be approved, safety valves fitted to M.E. cylinder covers, and the governor shaft bevel wheel renewed. Mr. Jepperson (Part owner) promised to have the survey completed at the first opportunity. Plans of the clutch and screwshaft only are available and this report has been held awaiting further plans. 1st Entry

Reports will be forwarded with plans as soon as possible.  
 NOW DONE:- Vessel placed in dry dock. Propeller, sea connections (opened) and outside fastenings examined. Screwshaft drawn, skimmed in lathe and new sternbush made to suit.  
 Main engine cylinders; covers; valves; pistons; conn. rod bearings; crankshaft; clutch and reversing gear with thrust bearing; attached pumps and main compressor; auxiliary engine with compressor and general service pump and pumping arrangements all examined and found or placed in good condition.  
 Main & auxiliary machinery including pumping arrangements tried under working conditions and found satisfactory.

P.T.O.

## General Observations, Opinion, and Recommendation:-

(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, BS 9.11, B&MS 9.11 \*LMC 9.11 or \*LMC 140 lb., FD, &c.)

The machinery of this vessel is eligible in my opinion to have the Notation "Class contemplated" with records of T.S. 9.47 and L.M.C. 10.47 when the classification survey is completed.

Survey Fee (per Section 29) Classification 20  
 Special Damage or Repair Fee (if any) (per Section 29.)  
 Travelling expenses (if chargeable)

Fees applied for

NOV 1947

Received by me,

19

M. Chambers

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Signed See minute on Rpt. 8 fe. hull rpt.



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Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

"EMPIRE CONLEA".

Main & auxiliary air receivers examined internally and under hydraulic test of (main 80 KG/cm<sup>2</sup>) and (auxiliary 60 atmos) and found satisfactory.

Oil fuel storage and settling tanks examined internally and found in satisfactory condition. Drain cocks made self-closing by fitting weights. Round glass oil level indicators removed from all tanks. Small "tell tale" overflow pipe fitted to daily service tank and socket with screwed plug in storage tank tops for chain sounding line fitted, pending the fitting of approved level indicating apparatus.

The suction cocks are not connected direct to the tanks, or geared so that they may be shut off from outside the machinery space, and there are no drip trays under the storage tanks.

Time and labour did not allow for these items to be put in order.

Repairs:- Clutch friction surfaces renewed.

Bevel wheel of governor drive shaft broken and repaired by pegging and welding on a new "claw".

Auxiliary engine water circulating pump overhauled and re-connected for service.

HC.



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