

30. JAN. 1963

Ship's Name ~~SS/MS~~ "THE EMPEROR" Gross tons 1058
 Is there a rpt. 8? Port NEWCASTLE/TYNE Rpt. No. 226
 No. of visits First date Last date
 Interim Cert. issued & copy herewith? Damage rpt. issued & copy herewith? Last rpt. (H.Q. only)
 Date of completing rpt. Surveyed at, if different from Port above
 Is a rpt. 9A attached? Yes MN Nature of survey
 Survey fees Damage fee Expenses

S.A. fee

DOCKING

Propeller Good Sea connections - Oil gland Tight
 Fastenings Good Wear down of stern bush Not taken
 Has screw/~~tube~~ shaft been drawn? No Date of examn. -
 Has shaft been changed? - Has shaft now fitted been previously used? -
 Has shaft now examined/fitted a continuous liner? - Approved oil gland? Yes

BOILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of each boiler.)

AUXILIARY, DONKEY OR PRESS (State if oil fired—OF or exhaust gas—EG)

MAIN Good 29.12.62.

Air heaters

Good

Superheaters

Safety valves
Mountings, doors
and fastenings

Good

Good

Safety valves { Sat
adjusted to { Spt

200 lb./sq. in. 7.1.62.

Boiler securing
arrangements

Good

~~Main economisers~~

~~Exhaust gas heated economisers~~

~~Steam heated
steam generators~~

~~Steam generator safety valves adjusted to~~

~~Forced
circulating pumps~~

Funnel Good

~~Have saturated steam pipes in cylindrical boiler
smoke boxes been examined as required by the Rules?~~

Were oil burning system &
remote controls examined
in accordance with rules?

Coal fired

I recommend that the machinery of this ship remain as classed with/without fresh record of

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

Minute

J. N. Jarvie
Surveyor to Lloyd's Register of Shipping

J. N. JARVIE.

FRIDAY - 8 FEB 1963

See Wreck list

003659 - 003670 - 0284

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT



Lloyd's Register
Foundation

1 EXAMINATION AND TESTING OF STEAM PIPES (state material)

20 MAIN

22 AUXILIARY
(over 3" bore)

24 Have saturated pipes in cylindrical boiler smoke boxes been tested?

26 Were selected copper pipes annealed?

28 ELECTRICAL EQUIPMENT

30 PROPULSION
(State Port—P, or Starboard—S)

AUXILIARY

33	Total kW or kVA	Total kW or kVA	5 k.w.
34	a Generators	l Generators & governors	Good
30	b Exciters		
	c Air coolers	m Motors	
	d Motors		
	e Air coolers	n Switchboards & fittings	
3	f Control gear cables, etc.	o Circuit breakers	
3	g Insulation resistance	p Cables	
4	h Insulating oil test	q Insulation resistance	Good
4	i Overspeed governors	r Steering gear generators & motors	
4	j Magnetic couplings	s Navigation light indicators	
4	k Air gap		

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Note The Owners state that this vessel is to be broken up at Antwerp and the recommended boiler repairs as stated below have not been dealt with. It is therefore recommended that the machinery of this vessel remain as classed with fresh record of M.B.S. 1.63 subject to boiler repairs being dealt with at Antwerp, to which port she is now proceeding. The Boiler is considered efficient meantime. Antwerp Surveyors advised.

In view of the above, the Owners declined to draw the screwshaft for survey during the present docking.

Recommended repairs to Boiler:-

Centre tube nest, lower seven rows of main tubes to be renewed (tubes thin at back ends and corroded on waterside).
Port Tube nest, port side stay tube in bottom row to renew (Tube corroded on water side adjacent to back tube plate).

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.

