

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

(Received at London Office 18 MAY 1942)

Date of writing Report 18-4-42 When handed in at Local Office 25 APR 1942 Port of Liverpool

No. in Reg. Book 36315 Survey held at Liverpool Date First Survey 9/4/42 Last Survey 17/4/1942 (No. of Visits 10)

on the Machinery of the Wood, Iron or Steel EMPIRE GRACE

Tonnage Gross 12000 Net 7480 Vessel built at BELFAST By whom HARRLAND & WOLFF LD. When 1942

Engines made at do. By whom do. When

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

No. of Main Boilers Owners MINISTRY OF WAR TRANSPORT Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers Managers SHAW, SAWLE & ALBION CO LD Port BELFAST Voyage

Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

in Donkey Boilers

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned for special survey.	Machinery and Boiler Surveys (including date of N.B., if any).
100A1.		
with freeboard.		
class contemplated.		

Last Report No. Port EXAMINATION OF
Particulars of Examination and Repairs (if any) STEERING GEAR.

(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 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(s)

Did 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?

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.

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.

Now done at request of
Owner's Supt: - Examined the worm and worm wheel of steering engine, & found excessive wear taking place to worm wheel (Gummital). Noted considerable quantity G.M. cutting powder lying around gear. The wear shape of the worm-wheel tooth flanks are unequal the side facing to the being normal in appearance. To Port the bearing surfaces are most irregular, the whole wheel having appearance of having been roughly machined. It was recommended that a responsible official from builders be sent for, & the gear was again examined by undersigned & Mr Ross of Belfast Works who agreed to replace worm & wheel by properly cut ones on the vessel's return from present voyage. As temporary help, the oil supply has been improved, and further cooling has

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, B.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 Ib., F.D., &c.)

The machinery of this vessel so far as seen, is in good and efficient condition, eligible to remain as classed (by Belfast Certificate) Subject to a new and accurately cut worm & worm wheel being fitted to the steering engine, and to all the cooling fan motors of the refrigerating installation being examined and tested under full working conditions on the vessel's return from her present voyage.

Survey Fee (per Section 29) £ 5-5-0
Special Damage or Repair Fee (if any) (per Section 29.) £ 16/-

30 APR 1942
Received by me, J. Haffner, W. H. Haffner, W. H. Haffner

LICENCE CASE
Committee's Minute LIVERPOOL 5 MAY 1942

Assigned As now Subject

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

003816-003823-0050

Retained for RMC

been arranged to the electric motor.

As regards the Cooling fan motors for the refrigeration installation, it was reported on arrival at Liverpool that bad commutation had developed after prolonged running.

The motor manufacturer's representative attended, when it was found that unsuitable brushes were fitted. Carbon brushes of correct grade have now been fitted, and the motors tested under all conditions, and found, so far as could be seen, to be satisfactory. It is recommended that these motors be examined and tested on the vessel's return from present voyage.

For H. Haffner Reef.
A. Sutherland.

Longest running

Motors.

Subject as now recommended allow the 25 kW electric generator being tested on vessel return from present voyage.

L.Y.
8/5/62.

Examine special condition on cooling fan motors for RMC.

Examine



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