

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

(Received at London Office)

FEB 1944

Date of writing Report *4th February 1944* When handed in at Local Office *4th February 1944* Port of *Grimsby*
 No. in Reg. Book *10534* Survey held at *Grimsby* Date, First Survey *3rd February* Last Survey *5th January 1944*
 on the Machinery of the *Wood, Iron or Steel* *"EMPIRE LILLIPUT"* (No. of Visits *2*)
 Tonnage } Gross *138* Vessel built at *Doncaster* By whom *R. Dunston, Ltd* When *1943*
 Net _____ Engines made at *Wigan* By whom *Worsley Wainwright & Co. (Donkey)* When *1943*
 Nominal Horse Power _____ Boilers, when made (Main) *1943*
 No. of Main Boilers _____ Owners *Ministry of War Transport* Owners' Address _____
 No. of Donkey Boilers _____ Managers _____ Port *Grimsby* Voyage _____
 Steam Pressure in Main Boilers _____ If Surveyed Afloat or in Dry Dock *Alexandra Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) *Condition*

(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) *Good*

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 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

Attended vessel at request of Owners' representatives as the air pump & main engine feed pump were reported to be working unsatisfactorily. These pumps have now been opened up, examined & cleaned as some dirt & pieces of red lead were found under the valves & in air pump chamber. Feed water filter also cleaned.

Pumps afterwards examined under working conditions & found satisfactory. Suction pipe to after peak tank rejoined on bulkhead in way of after accommodation.

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 lb., F.D., &c.)

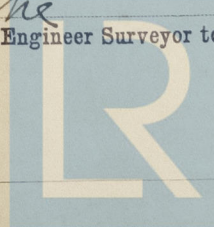
The above report is forwarded for the information of the Committee

Survey Fee (per Section 29) £ : : Fees applied for
 Special Damage or Repair Fee (if any) £ : : 19
 Travelling expenses (if chargeable) £ : : Received by me, 19

Committee's Minute TUES. 22 FEB 1944

Assigned *See fe. machy r/f*

Engineer Surveyor to Lloyd's Register of Shipping.



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004062-004066-0172

Minor defects in air & feed pumps
dealt-with.

It is submitted that
this vessel is eligible to
remain as **CLASSED**

L-L
✓ 16/2/44.



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