

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

(Received at London Office 17 APR 1944)

Date of writing Report 12th April, 1944. When handed in at Local Office 14th April, 1944. Port of MIDDLESBROUGH.

No. in Survey held at MIDDLESBROUGH. Date First Survey 31st March Last Survey 4th April, 1944. (No. of Visits 2)

Suppl. 37400 on the Machinery of the Wood, Iron or Steel s.s. "EMPIRE LAW". Year. Month.

Tonnage { Gross 7975 Vessel built at Haverton Hill-on-By whom Furness S.B. Co. Ltd. When 1944 -
 Net 4500 Engines made at Hartlepool. Tees. By whom Richardsons Westgarth & Co. Ltd. When 1944 -
 Nominal Horse Power Boilers, when made (Main) 1944. (Donkey) 1944.
 No. of Main Boilers Owners Ministry of War Transport. Owners' Address -
 No. of Donkey Boilers Managers Anglo-Saxon Petroleum Co. Ltd. (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers Managers Anglo-Saxon Petroleum Co. Ltd. Port Middlesbrough. Voyage
 in Donkey Boilers If Surveyed Afloat or in Dry Dock Yes. (State name of Deck)

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100 Al. (Class Contemplated).		
Carrying Petroleum in bulk.		

Last Report No. Port Particulars of Examination and Repairs (if any) Docking and Completion of Specification.

(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? No

" " Donkey " " " No

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 these 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 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? No Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

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 oil retaining appliance fitted at the after end? No State date of examination of Screw Shaft. State the wear down in the stern bush good fit 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? Complete. Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done.

NOW DONE:- Vessel placed in dry dock, propeller and outside fastenings of sea connections examined.

Full power ahead and astern trials carried out in Tees Bay, and remainder of emergency gear tested, and found satisfactory.

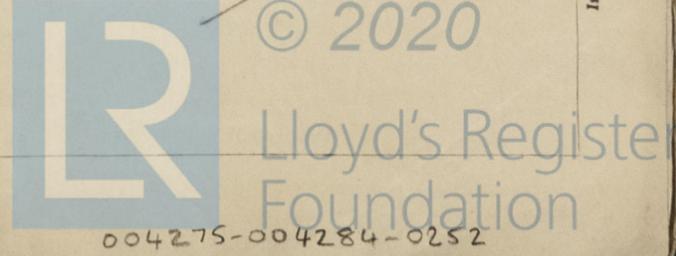
General Observations, Opinion, and Recommendation:-

(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 as far as seen is in good order and eligible in my opinion to remain as classed without fresh record of survey.

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

LICENCE CASE. THURS 27 APR 1944
Committee's Minute See minute on file
Assigned Macky JH

Engineer Surveyor to Lloyd's Register of Shipping.
B. J. Stewart



The Surveyors are requested not to write on or below the space for Committee's Minute.

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

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