

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

(Received at London Office \_\_\_\_\_)

25 JUL 1949

Port of Hamburg

Date of writing Report 22 - 7 - 1949 When handed in at Local Office \_\_\_\_\_

Date. First Survey 27 04 - 48 Last Survey 14 - 7 - 1949 (No. of Visits 12)

No. in Survey held at Hamburg Reg. Book.

on the Machinery of the ~~Wood, Iron or Steel~~ "EMPIRE DOVE" ex "HERMES"

Year. Month. 1940/41

Vessel built at Bolnes By whom P.O.T. N.V. Scheepsbouwerft When 1939

Tonnage { Gross 2503 Net - Engines made at Bremen By whom Bremer Vulkan When 1939

Nominal Horse Power 973.3 Boilers, when made (Main) (Donkey) -

No. of Main Boilers - Owners Ministry of Transport Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers - Managers - Port London Voyage -

Steam Pressure in Main Boilers - If Surveyed Afloat or in Dry Dock Both Deutsche Werft

in Donkey Boilers - (State name of Dock.)

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 expired.	Machinery and Boiler Surveys (including date of N.B., if any)
Classification	Contemplated	

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_ Classification Contemplated and LMC and screw shaft

Particulars of Examination and Repairs (if any) and LMC and screw shaft

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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

If not, state for what reasons

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? yes

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 12.48 State the wear down in the stern bush close fit 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? yes 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 Complete

Now done for Classification Contemplated and LMC.

Main engine and auxiliaries examined throughout viz: -

All cylinders, pistons, valves and valve gears, connecting rods and their top and bottom end bearings,

crossheads, guides, pumps, reversing gear, crank, thrust and intermediate shafts, propeller, stern bush,

sea connections and their fastenings.

Aux. air compressors examined viz: - Cylinders, pistons, valves, rods, bearings, crankshafts and intercoolers.

Air receivers examined internally and externally together with mountings, manholes, doors and fastenings.

Separate fuel storage tanks and daily service tanks, their fittings and connections examined and tested.

The valves, cocks, pipes and strainers of the pumping arrangements examined and tested under working condition.

Screw shaft (O.G.)

Screw shaft withdrawn and examined together with oil gland. p.t.o.

General Observations, Opinion, and Recommendation: - The machinery of this vessel is in a good and efficient

condition and is eligible in my opinion to have record of LMC 7,49 assigned and record of screw shaft (OG)

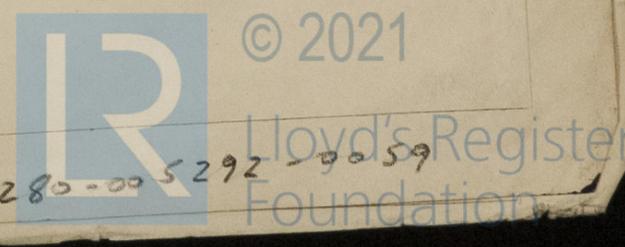
seen 12,48.

Survey Fee (per Section 29) Screw shaft (OG) £ 2 : 0 : 0 Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : : Committee's Minute FRI 29 JUL 1949 Assigned see minute on 28. Rpt.

Thomas J. Bates  
Engineer Surveyor to Lloyd's Register of Shipping.



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

If a Certificate required If so, to be sent to

20m 8.47 - Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

"EMPIRE DOVE" ex "HERMES".

Electrical Equipment.

The Diesel engines of the electric generators opened out and examined.  
The generators and all motors driving essential auxiliary machinery examined.  
All fittings on main and sub-distribution switchboards examined together with fuses.  
Electric cables examined.  
Insulation test carried out on generators, motors, cables and other apparatus and found to be not less than 100,000 ohms.  
All generators run simultaneously and main switches and current breakers operated and all lamps, heaters, motors and other appliances run.

Main Engine.

The columns of the main engine sustained slight damage due to bomb splinters at Emden 1940-41 and these damages were subsequently repaired under the supervision of the Germanischer Lloyd Surveyors and a certificate issued, which has been sighted by the undersigned.

The repairs are confined to the starbd. side of the main engine in way of Nos. 2, 3, 4 and 5 columns and consist of 5 small plate patches secured with countersunk screws.

It is considered that these repairs do not effect the efficiency of the engine and could be considered as permanent.

The manoeuvring of the main engine has been tried under working conditions and the whole of the machinery tried under working conditions during a sea trial and found satisfactory.

Interim Cert. B issued.

*Thomas J. Pitt*



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