

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

(Received at London Office 3- JAN 1946)

Date of writing Report 1-JAN 1946 When handed in at Local Office 1-JAN 1945 Port of BELFAST

No. in Survey held at BELFAST Date First Survey AND Last Survey 1-JAN 1945 (No. of Visits.....)

Reg. Book 3749T on the Machinery of the Wood, Iron or Steel SS "EMPIRE CONVOY"

Tonnage { Gross 1000 Vessel built at MEMEL By whom MEMELER SCHIFFSW LINDENAU & Co. When 1922 -
 Net 433 Engines made at HAMBURG By whom VULCAN WERKE AG When 1922
 Nominal ✓
 Horse Power ✓
 No. of Main Boilers ✓ Boilers, when made (Main) ✓ (Donkey) ✓
 No. of Donkey Boilers ✓ Owners MINISTRY of WAR TRANSPORT Owners' Address ✓
 Steam Pressure in Main Boilers ✓ Managers E.P. ATKINSON & SONS (if not already recorded in Appendix to Register Book.)
 in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock afloat. Port LONDON Voyage ✓
 (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 not expired	Machinery and Boiler Surveys (including date of N.B., if any)
DOCKING DATE 8.45		
EXAMINED LR P. 45		B.S. 8.45 (18516)
GOO		

Last Report No. 53040 Port Hull

Particulars of Examination and Repairs (if any) General Examination of Deck Equipmt.
(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 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 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 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? 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? State date of examination of Screw Shaft. State the wear down in the stern bush. 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? 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.

SEE HULL REPORT 53040.

NON DONE :- The generators, main switchboard, refrigerator fan and starter have been overhauled and examined under working conditions. The installation has been megger tested and found satisfactory.

General Observations, Opinion, and Recommendation: The machinery of this vessel as far as now seen is eligible in my opinion to remain as classed without fresh record of Survey. Reference to electrical equipment in SR. LIST may now be deleted.

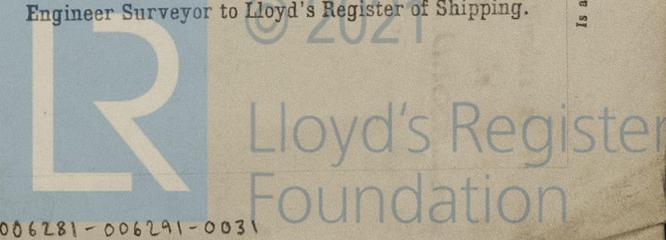
Survey Fee (per Section 29) £ : : Fees applied for 19
 Special Damage or Repair Fee (if any) (per Section 29) £ : : Received by me, 19
 Travelling expenses (if chargeable) £ : :

R.I. Hurchison
Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 29 JAN 1946

Committee's Minute Deleted sub. (a) Assigned

As now (LR)



Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

10m. 3. 11 - Transfer Ind (MADE AND PRINTED IN 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

Repairs to Electrical Equipment completed

It is submitted that this
vessel is eligible to remain
as **CLASSED**. RECORDED
without condition

W.S.F.

26/1/46.

Subect in P.R.L. Screw
Shaft to examine at
next drydocking

Well



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