

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
 Reg. Book. 3749T on the Machinery of the Wood, Iron or Steel SS "EMPIRE CONVOY" (No. of Visits.....)

Tonnage { Gross 1000 Vessel built at MEMEL By whom MEMELER SCHIFFEN LINDENAU & Co. Year. Month. When 1922 -
 Net 433 Engines made at HAMBURG By whom VULCAN WERKE AG When 1922
 Nominal ✓ Boilers, when made (Main) ✓ (Donkey) ✓
 Horse Power ✓ Owners MINISTRY of WAR TRANSPORT Owners' Address ✓
 No. of Main Boilers ✓ Managers E.P. ATKINSON & SONS (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers ✓ Port LONDON Voyage ✓
 in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock afloat. (State name of Dock.)

Last Report No. 53040 Port Hull

Particulars of Examination and Repairs (if any) General Examination of Deck Equip.

(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.

NOW 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

(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, BSMS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

seen is eligible in my opinion to remain as classed without fresh record of Survey. Reference to electrical equipment in S.R. LIST may now be deleted.

Survey Fee (per Section 29) £ : : Fees applied for

Special Damage or Repair Fee (if any) £ : : (per Section 29.)

Received by me,

Travelling expenses (if chargeable) £ : :

19

Committee's Minute

TUES. 29 JAN 1946

Delete sub. (a)

as now (LR)

Assigned

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



Lloyd's Register
 Foundation

006281-006291-0031

Has a Survey also been held on Ship?

If so, is the Report sent now, or when will it be sent?

ith ed

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.P.

26/1/46.

Insert in P.R.L. Screw
shaft to examine at
next drydocking
Well



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