

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

(Received at London Office

21 SEP 1945

Date of writing Report 19th September 45. When handed in at Local Office 20th Sept. 45.

Port of MIDDLESBROUGH.

No. in Survey held at MIDDLESBROUGH.

Date. First Survey 30th June, Last Survey 7th Sept. 1945.

(No. of Visits 15 (Machy) 8 (Electl.))

Reg. Book.

37510

on the Machinery of the Wood, Iron or Steel

s.s. "EMPIRE ANNAN" (Ex. Masuren)

Year. Month.

Tonnage { Gross 2385
Net 1298

Vessel built at Danzig.

By whom F. Schichau G.m.b.H.

When 1935

Nominal

Horse Power

Engines made at Elbing.

By whom F. Schichau G.m.b.H.

When 1935

No. of Main Boilers

Boilers, when made (Main)

(Donkey)

No. of Donkey Boilers

Owners Ministry of War Transport.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Steam Pressure

Managers Crosby Son & Co. Ltd.

Port London.

Voyage

in Main Boilers

If Surveyed Afloat or in Dry Dock

Smith's Dry Dock &

in Donkey Boilers

(State name of Dock.)

L.N.E.R. Dock - Afloat.

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)

Last Report No. Port

Particulars of Examination and Repairs (if any)

General Examination, Docking
R.S. Electrical Survey & Rpts.

(Periodical Surveys, when held, must be reported in detail and serialim 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 2/8/45. 8. 9/8/45.

Present condition of funnel(s) efficient.

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes

To what pressure were they afterwards adjusted under steam? 230 lbs per sq. inch.

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? Yes

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? Yes

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?

State date of examination of Screw Shaft

State the wear down in the stern bush 3/16

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 Superheater safety valves to adjust.

NOW DONE:-

Vessel placed in dry dock, the propeller, aft end of stern tube and all outside fastenings examined.

Sea connections were opened up for inspection and found or made good.

The tail shaft was not drawn, the Local Surveyor of the Ministry of War Transport not being agreeable.

Boiler Survey.

Both boilers were opened up for inspection and examined internally and externally, and afterwards submitted to a hydraulic test.

7 g.c. stays were renewed in the Port boiler and 1 g.c. stay in the starboard. A considerable number of tubes were expanded.

All boiler mountings were examined and found or made good.

The safety valves were adjusted under steam to 230 lbs per sq. inch.

continued.

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.) CS 3,34.

This vessel's machinery is eligible in our opinion to have a record "Examined L.R." 7/45, valid for 6 months, subject to the superheater safety valves being adjusted and tail shaft being examined at the first opportunity.

Survey Fee (per Section 29) B.S. £ 10 : 0 : 0

Fees applied for

Special Damage or Repair Fee (if any) (per Section 29.) £ 7 : 7 : 0

Received by me,

Travelling expenses (if chargeable)

Committee's Minute

Assigned

See minute on Rpt. 8

L. Norman Stewart. Chas. E. Gibson
Engineer Surveyor to Lloyd's Register of Shipping.



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006845-006856-0111 1/2

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

(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

S.S. "EMPIRE ANNAN" (Ex. Masuren) (machinery).

The economiser was tested hydraulically and one pipe found cracked and leaking was by-passed. A special header was fabricated and fitted, the whole system was then tested to 460 lbs per sq. inch and found satisfactory.

Superheaters.

All elements were removed ashore examined, tested and replaced. Header faces in way of joints were machined and studs renewed where necessary. The superheater safety valves require further adjustment under steam, and this will be carried out at the first opportunity.

Main Engine & L.P. Turbine.

No labour was available to carry out any examination (see letter 2nd August, 1945).

Auxiliaries.

15 K.W. M.A.N. Generator was overhauled. The crank shaft was removed ashore, pins were ground and bottom ends retailed.

New gudgeon pins and bushes fitted. Coupling bolts were renewed.

65 K.W. M.A.N. Generator opened up for examination. The timing wheel found slack was renewed. (Ships spare being fitted). Pistons were bored out, gudgeons and bushes renewed. No.3 bottom end was retailed.

75 K.W. M.A.N. Generator, nothing was done at this time to the machinery but was tried out under working conditions and appeared to be satisfactory.

Both independent steam feed pumps were removed ashore for overhaul. Ridges were ground off the top of steam cylinders. New bucket rods fitted, buckets built up and water ends bored out, suction and discharge valves overhauled.

Electrical Survey.

Steering gear armature and commutator were repaired.

The starting control to windlass motor was overhauled.

Minor repairs were carried out to wiring and fittings and ammeter and voltmeter were calibrated.

The insulation resistance of all circuits was measured and found to conform to feed requirements.

The cargo electric cranes were tried out and found satisfactory.

This equipment is now in my opinion in good order and safe working condition.

The main engines and auxiliaries were tried out under working conditions, a mooring trial being satisfactory (see letter 10th August, 1945.).

Chas. E. Gibson
for self and S.D. Broad.



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