

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

(Received at London Office)

Date of writing Report 2-8-1947 When handed in at Local Office 1947 Port of Hamburg
No. in Survey held at Hamburg Date. First Survey 31-7-47 Last Survey 4-8-1947
Reg. Book. 56817 (No. of Visits 2)

06899 on the Machinery of the Wood, Iron or Steel "EMPIRE BILLOW"
Tonnage { Gross 215 Vessel built at Northwich By whom W.J. Yarwood & Sons (1938) Ltd. When 1943 6
 { Net 74 Engines made at Northwich By whom W.J. Yarwood & Sons (1938) Ltd. When 1943 6
Nominal Horse Power 50 MN Boilers, when made (Main) 1943 (Donkey) -
No. of Main Boilers 1 SB Owners MINISTRY OF TRANSPORT Owners' Address -
No. of Donkey Boilers - Managers Ross & Marshall Ltd. (if not already recorded in Appendix to Register Book.)
Steam Pressure 140 lbs/sq. in. Port Liverpool Voyage -
in Main Boilers
in Donkey Boilers
If Surveyed Afloat or in Dry Dock Afloat Particulars of Classification (which must be inserted
(State name of Dock.) Hamburg precisely as in Register Book & Supplements).

Last Report No. 103491 Port N.W.C.

Particulars of Examination and Repairs (if any) B.S.

(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? yes

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 31/7/47 Present condition of funnel (S) good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 140 lbs/sq. in.

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? - 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.

Now done for B.S.

Main boiler examined internally and externally together with mountings, manholes, doors and fastenings.
Safety valves afterwards adjusted under steam to pressure stated above.

Minor repairs effected to boiler mountings.

General Observations, Opinion, and Recommendation: The machinery of this vessel as far as now seen is eligible

(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 or LMC 9,11 or LMC 140 lb., FD, &c.)
CS 2,34.

in my opinion to remain as now classed with fresh record of B.S. 8.47.

Survey Fee (per Section 29) £ 6 Fees applied for A/c rendered from
Special Damage or Repair Fee (if any) £ Section 14.8.47
(per Section 29.) X Received by me, 19
Travelling expenses (if chargeable) £ 10

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

Committee's Minute (H) SEP 1947
Assignate: subly B.S. 8.47



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

10m.1.47.-Transfer Ink. (MADE AND PRINTED IN ENGLAND.) (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

B.S. due 6-47 now held

It is submitted that this
vessel is eligible for THE
RECORD. B.S. 8-47

J.S.
29-8-47



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