

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

(Received at London Office 20 FEB 1946)

Date of writing Report 20 FEB 1946 When handed in at Local Office 20 FEB 1946 Port of London

No. in Survey held at Dover Date. First Survey 11. 2. 46 Last Survey 11- 2- 1946  
Reg. Book. (No. of Visits... 2...)

07234 on the Machinery of the Wood, Iron or Steel SS Empire Joan

Tonnage { Gross 203 Vessel built at Selby By whom Hutchins from Ltd When 1943 5  
Net - Engines made at Paisley By whom Mather & Baxter Ltd When 1943  
Nominal 106

Horse Power 1 Boilers, when made (Main) 1943 (Donkey) -

No. of Main Boilers 1 Owners Ministry of War Transport Owners' Address (if not already recorded in appendix to Register Book.)  
No. of Donkey Boilers 1 Managers Port Goolt Voyage

Steam Pressure in Main Boilers 200lb If Surveyed Afloat or in Dry Dock Dover Slipway (State name of Dock.)

in Donkey Boilers - Particulars of Classification which must be inserted precisely as in Register Book & Supplements.

Last Report No. Port Particulars of Examination and Repairs (if any) Docking

(Periodical Surveys, when held, must be reported in detail and seriatim 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? No

" " Donkey " " " -

If not, state for what reasons Boiler not due for survey 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? 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 3/32 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. Complete

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

Now Done:- Vessel placed on slipway, examined propeller, end of bush and outside sea fastenings.

General Observations, Opinion, and Recommendation: - The Machinery of this vessel is in a safe condition

(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.)

is in a safe working condition eligible in my opinion to remain as classed without fresh record.

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) £ : : Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 12 MAR 1946

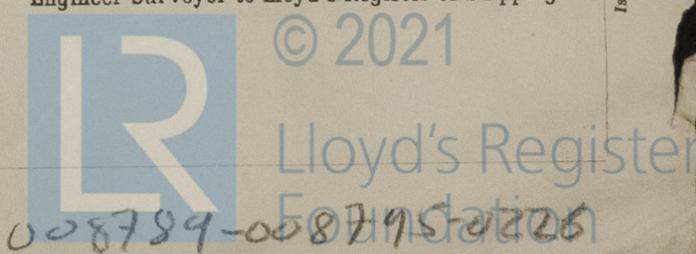
Assigned As now

Signature: RW Boomer

IF SO, IS THE REPORT SENT LOW, OR WHICH WILL IT BE SENT?

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

Is a Certificate required? If so, to be sent to



Docking

It is submitted that this vessel is eligible to remain as CLASSED.

Bell

8/3/46

*[Faint vertical handwriting]*

2027

*[Faint vertical handwriting]*

*[Faint vertical handwriting]*

*[Faint vertical handwriting]*

2025

*[Faint vertical handwriting]*

*[Faint vertical handwriting]*

*[Faint vertical handwriting]*

2020

*[Faint vertical handwriting]*



© 2021 Lloyd's Register Foundation