

No. 114854

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

2 MAR 1947

12 MAR 1947

(Received at London Office

12 MAR 1947

Port of LONDON

ld at LONDON

Date. First Survey 21-8-46 Last Survey 5-2-1947

(No. of Visits 5)

Machinery of the Wood, Iron or Steel SS. EMPIRE CONSEQUENCE

Vessel built at Lübeck By whom Liebeck &amp; Maschke Ges. When 1940

Engines made at Hamburg Altona By whom Ottensleben Kiel-Werk B. When a

Boilers, when made (Main) 1940 (Donkey) ✓

Owners Ministry of Transport Owners' Address ✓

Managers Shipping &amp; Coal Co. Ltd. (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock Afloat Sunny Dock Port LONDON Voyage

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

Last Report No. Port

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

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. 12.12.46 Present condition of funnel (N) Efficient

Did the Surveyor examine the Safety Valves of the Main Boilers? YES To what pressure were they afterwards adjusted under steam? 235 lb/sq"

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? No 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 1/16" Is electric light and/or power fitted? YES If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

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.:- Both boilers (of the Rudhorn-Capex type), have been examined throughout together with all doors &amp; fastenings, safety-valves, and mountings. All found or placed in good order. On completion of repairs both boilers were examined under steam and their safety-valves adjusted to the above stated pressure.

S.R.:- Locks to water-gauge connections not fitted at this time.

Repairs now done:- All water tubes in both boilers renewed. Main &amp; auxiliary feed check valves of both boilers renewed; these having been examined under hyd test at the repairers' works before fitting. All cover studs of main stop valve of Starb. boiler renewed.

On completion of retubing both boilers were examined under hydraulic test pressure of 285 lb/sq", and all found sound &amp; tight.

For MS see Overleaf:-

General Observations, Opinion, and Recommendation:- The machinery of this vessel as now seen

(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, &amp;c.; thus, for example, BS 9.11, B&amp;MS 9.11, LMC 9.11 or LMC 140 lb., FD, &amp;c.)

is in a good &amp; efficient condition &amp; in our opinion eligible to have fresh record BS 2.47 and notation G.E. 2.47.

Survey Fee (per Section 29) BS £ 9:-

Special Damage or Repair Fee (if any) £ 3:-

Travelling expenses (if chargeable) £ :-

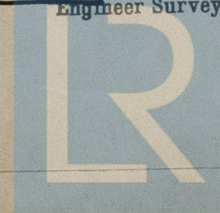
Fees applied for 12 MAR 1947

Received by me, J. R. Bell, C. H. Hampson, A. Thomas.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute 11 APR 1947

Assigned BS (WT) 2.47 (235 lb) subject



Lloyd's Register Foundation

009139-009143-0151

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

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



27 MAR 1942

Now done for M.S.:-

After H.P. cylinder, piston & cover; ballast pump, both feed pumps, an  
opened up, examined & found or placed in good order.  
Bauer & West turbines examined opened up; rotor placed in lathe &  
skimmed up; all found or placed in good order.  
All Main Engine crankpins & big end bearings examined, found in order.  
Boilers & machinery examined under working conditions  
found satisfactory.

Now done for docking:-

Vessel placed in dry-dock, examined propeller & all outside fastenings  
All found in efficient condition.

Jas. W. Bell

