Rpt. 9. No. 11974.

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 4 JUL 1946)

Date of writing Report 2/7 19 46 When handed in at Local Office 19 Port of Copenhagen

No. in Reg. Book. 37627 Survey held at Copenhagen Date, First Survey 25/6 Last Survey 1/7 19 46 (No. of visits 3)

on the Machinery of the ~~Wood, Iron~~ or Steel "EMPIRE CONSEQUENCE"

72-499 Tonnage { Gross 1998 Net 1065

Nominal Horse Power { ✓

No. of Main Boilers 2

Donkey Boilers ✓

Working Pressure—Main Boilers 235 lb

Donkey Boilers ✓

Vessel built at Lübeck By whom Lübecker Maschb. Ges. When Year. 1940. Month.

Engines made at Hamburg, Altona By whom Ottensener Eisenwerk When 1940

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

Owners Ministry of ~~War~~ Transport Owners' Address (If not already recorded in Appendix to Register Book.)

Managers Shipping & Coal Co. Ltd. Port London Voyage U.K.

If Surveyed Afloat or in Dry Dock afloat. (State name of Dock.)

Last Report No. 34426 Port S.L.D.

Particulars of Examination and Repairs (if any)

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 first entered.	Machinery and Boiler Surveys (including date of N.B., if any).
Examined		
L.R. 10.45		
N.W.C.		M.S. 10.45
Docking dat.		B.S. 10.45
10.45		(235 lbs)
		Tail sh. (C.L.)
		new 8.45
		+ LP Turbine

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Class 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 Particulars being detailed in the body of the report, should be briefly summarised at the end of the report. State also the Numbers 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 was offered his services for this purpose, and why they were declined ✓

Was a damage report made by anyone else? If so, by whom? Lloyd's Agent Surveyor.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓

" " Donkey " " " ✓

If not, was not done, state for what reasons? ✓

State what parts of the Boilers could not be thus thoroughly examined? ✓

By 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? ✓

Date of latest date of internal examination of each boiler ✓ Present condition of funnel(s) ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ 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 screw shaft now been drawn and examined? ✓ Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Date of examination of Screw Shaft ✓ State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft ✓

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? ✓

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.? ✓

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

Temporary repairs to Main Boilers.

On voyage from Lübeck to Copenhagen in June 1946 trouble was experienced with the water tubes of the Caprio main boilers.

On dock: The boilers tested by hydraulic pressure in order to find the leaky tubes. The leaky tubes, 3 off in the Starboard boiler, 1 off in the Port boiler, blanked off by means of "plugs" at both ends, boilers tested under hydraulic pressure and found steam and firm tight. The plugged tubes should be renewed at a convenient opportunity.

Certain Certificat issues as per copy attached.

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, B.S. 9,11, B.&M.S. 9,11, ✠ L.M.C. 9.11, or ✠ LMC 140 lb., F.D., &c.) CS 3,34,

I recommend the vessel's record of Examined L.R. to be continued, subject to permanent boiler repairs being effected at the Owners' convenience.

Fee (per Section 29) Kr. 100.— Fees applied for 2.7.1946

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

Incidental expenses (if chargeable) £ : : Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute WED. 31 JUL 1946

Assigned As now, subject

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

10m,9,38.—The Surveyor

Lloyd's Register Foundation