

Rpt. 9

Date of writing report 4TH OCTOBER 1956

Received London

Port GREENOCK

No. 25753

Survey held at GREENOCK

No. of visits 9

First date 15TH AUGUST

Last date 1ST OCTOBER 1956

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 59049 S.S. Name ~~MTA~~ EMPIRE RMA Gross tons 295 Date of build 5-1946

Owners THE ADMIRALTY Managers Port of Registry GLASGOW

Engines made 1946 By FERGUSON BROS. (P.G.) LTD. P.G.s. Type T34.

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 1 SB. W.P. 2001b.

No. of Aux./Donkey Boilers 1 W.P. ✓

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey BOILER REPAIR

Was Damage Report issued? ✓ Int. Cert.? YES

Last Report (For Head Office only)

Hull	Machinery
+100A1	ENG. 9/55
DOCKING 8/55	BS 9/55
FOR TOWING SERVICES	TS. 04. 8/55
Repts of plating FW	Stp. 8/55
OF 5/46	

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections

Fastenings Has Screwshaft/Tubeshaft been drawn? Date of Examination Has Shaft been changed?

Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides Side Centre

4 Crankpins & Bearings Side Centre

5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel, so far as now seen, is in efficient order and eligible in my opinion to remain as classed, without fresh record.
† See overleaf. (The vessel is now proceeding to Glasgow for an admiralty annual refit, which includes the survey of the main boilers.)

Date of Committee

Decision See Glasgow Report No 86691

30th. 5.54. T.

R. Elliott 2021
Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

009667-009673-0190

32 Essential Independent Pumps (Identify by position).....
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?.....
35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....
38 Independent Air Compressors, Coolers & Safety Devices.....
39 Air Receivers & Safety devices—Main..... 40 Auxiliary.....
41 Oil Fuel Tanks (Not forming part of hull structure).....
42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....
44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....
.....
.....

		ELECTRICAL EQUIPMENT	
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators.....			l Generators & Governors.....
b Exciters.....			m Motors.....
c Air Coolers.....			n Switchboards & Fittings.....
d Motors.....			o Circuit Breakers.....
e Air Coolers.....			p Cables.....
f Control Gear, Cables, etc.....			q Insulation Resistance.....
g Insulation Resistance.....			r Steering Gear Generators and Motors.....
h Insulating Oil Test.....			s Navigation Light Indicators.....
i Overspeed Governors.....			
j Magnetic Couplings.....			
k Air Gap.....			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN + GOOD 27-9-56 AUXILIARY, DONKEY or PRESS.....
.....
Superheaters.....
Safety Valves..... ✓
Mountings, Doors & Fastenings..... ✓
Safety Valves Adjusted to Sat. ✓
Spt. ✓
Boiler Securing Arrangements..... ✓
Main Economisers..... Exhaust Gas Heated Economisers.....
Steam Heated Steam Generators..... Steam Generator Safety Valves Adjusted to.....
Were Oil Burning System & Remote Controls examined working in accordance with Rules?..... ✓ Forced Circulating Pumps.....
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?..... Funnel..... ✓

EXAMINATION & TESTING OF STEAM PIPES (State material)
Main..... Auxiliary (over 3 in. bore).....
Were Copper Pipes annealed?..... Have Saturated Pipes in cylindrical boiler smoke boxes been tested?.....

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)
+ attended on board the vessel as requested by the Owner's for the purpose of examining grooving and fracture of main boiler back plate on the flange radius at the bottom on the water side.
The defective area of metal was radiographed and a portion of the boiler back plate measuring sixteen inches in length on the circumference was cut out, and subsequent radiographing and cutting of the plate was carried out until all the defective metal was eliminated. The Anglo Swedish Welding Company then electric welded the plate, and on completion of the repair was further radiographed and the boiler subjected to a hydraulic test pressure of 300 lbs/° to Admiralty standard, and found satisfactory.

LEAVE THIS SPACE BLANK

Survey fees BOILER REPAIR £9-9-0
Damage fee ...
Expenses...
D

Date when A/c rendered 5th OCTOBER 1956