

No. 86691

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

(Received at London Office)

27 MAR 1957

Writing Report 21.3.57.19 When handed in at Local Office 21.3.57 Port of Glasgow  
Survey held at RENFREW Date First Survey 12<sup>th</sup> OCTOBER 1956 Last Survey 13<sup>th</sup> MARCH 1957  
(No. of Visits 11)

On the Machinery of the ~~Wood, Iron or Steel~~ S. "EMPIRE RITA"

Gross 295 Vessel built at Port Glasgow By whom Ferguson Bros (P.L.) Ltd. Year. Month. When 1946 5.  
Net Engines made at Port Glasgow By whom Ferguson Bros (P.L.) Ltd. When 1946 5.  
Per Rule (154) Boilers, when made (Main) 5/1946 (Donkey)  
Main Boilers 158 Owners The Admiralty Owners' Address  
(if not already recorded in Appendix to Register Book.)  
Donkey Boilers 1 Managers Port Glasgow Voyage  
Pressure— If Surveyed Afloat or in Dry Dock RENFREW SLIPWAY & AFLOAT.  
Main Boilers 200lbs (State name of Dock.)  
Donkey Boilers 1

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

HULL +100 A1 8/55  
For Towing Services  
SS Cyl 9/55  
MACHINERY +LMC 9/55  
BS 9/55  
TSog 8/55  
SPS 8/55

Gulls of plating 5W OF 5/4

Report No. Port  
Particulars of Examination and Repairs (if any) DOCKING, MBS, TSog & MACH EXAM.

Local Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on of Damage (the cause of which must be stated) should be separated from repairs due to other causes; and besides failed in the body of the report, should be briefly summarised at the end of the report. State also the dates and of any letters respecting this case.

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.

Damage report made by anyone else? If so, by whom?

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

Donkey " " " "

State for what reasons? What parts of the Boilers could not be thus thoroughly examined?

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?

Latest date of internal examination of each boiler 14-2-57

Surveyor examine the Safety Valves of the Main Boilers? YES To what pressure were they afterwards adjusted under steam? 200 LBS/PSI

Surveyor examine the Safety Valves of the Donkey Boilers? YES To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? YES and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers? NONE FITTED and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? YES and of the Donkey Boilers?

Screw shaft now been drawn and examined? YES Has it a continuous liner? NO Is an approved oil retaining appliance fitted at the after end? YES

Shaft now been changed? NO If so, state reasons. Has the shaft now fitted been previously used? YES Has it a continuous liner?

Approved oil retaining appliance fitted at the after end? YES State date of examination of Screw Shaft 21-11-56 State the wear down in the

in bush .036 Is electric light and/or power fitted? YES If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? YES

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? NOT TESTED

Parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Done for Docking & TSog:— Vessel placed on slipway, propeller, oil gland, all underwater fastenings sea valves (opened up) examined and all found or placed in good order. Tail shaft drawn and slight fitting found in way of oil gland, but shaft considered efficient.

Done for MBS:— Boiler examined throughout with safety valves, mountings, manhole doors and fastenings, and all found or placed in good order. Boiler subjected to hydraulic test (Admiralty pressure) examined and found tight. Afterwards boiler examined internally and found in good order. Boiler examined under steam and safety valves adjusted to above stated pressure. Oil at installation, remote controls and steam Smithing examined and tested and found satisfactory.

Following parts of machinery were examined at Surveyor's request and all found or placed in good order:—

Manoeuvring Valve. Steering Engine. Main Circulating Pump & Engine.

6 Main Bearing

General Observations, Opinion, and Recommendation:— The machinery of this vessel so far 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, etc.)

in good order and eligible in our opinion to remain as classed with fresh record of

MBS 3.57, and TSog 11.56

GLASGOW 26 MAR 1957

Noted for Header

5 11.56

Signature of Surveyor

Signature of Owner

Signature of Agent

Signature of Surveyor

Signature of Owner

Signature of Agent

Signature of Surveyor

Signature of Owner

Signature of Agent

Signature of Surveyor

Signature of Owner

Signature of Agent

Signature of Surveyor

Signature of Owner

Signature of Agent

Signature of Surveyor

Signature of Owner

Signature of Agent

Signature of Surveyor

Signature of Owner



## 55 "EMPIRE RITA"

Boiler Repairs:- Wear and tear repairs effected to mountings.

Star cracking found on back end plate in way of the two bottom main stays. 2 doubling plates fitted and riveted to back end plate, examined on completion and found satisfactory. Grooving was found on front end plate on the flange radius at the bottom and also on the flange radius carrying the centre furnace. The defective area of metal was radiographed and a portion of the front end plate measuring 2'0" in length on the circumference was cut out. A piece of plate was inserted, electrically welded, and on completion was further radiographed, and boiler subjected to a hydraulic test of 300 lbs/sq. in. and found satisfactory.

Electrical Repair. No. 1 & 2 generator examined and repairs to No. 2 generator endplate carried out. The machines were examined and tested under working conditions and found to be satisfactory.

A. Jackson