

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

(Received at London Office)

17 MAY 1927

Date of writing Report Mar. 11th. 1927 When handed in at Local OfficePort of Manila, P. I.No. in Reg. Book. 79429 Survey held at ManilaDate, First Survey Feb. 25th Last Survey Mar. 11th. 192719067 on the Machinery of the Wood, Iron & Steel Sc. "EMPEROR OF HAVANA"

Master

Tonnage { Gross 2186
Net 1283Vessel built at Port ArthurBy whom Pt. Arthur S.B. Co.When 1919Registered Horse Power 265Engines made at Port ArthurBy whom Pt. Arthur S.B. Co.When 1919No. of Main Boilers 2Boilers, when made (Main) 1919

(Donkey)

No. of Donkey Boilers 1Steam Pressure in Main Boilers 190Owners Emperor of Havana, Ltd.
Kissey Kisen KaishaPort Montreal

Voyage

in Donkey Boilers

If Surveyed Afloat or in Dry Dock Afloat

(State name of Dock.)

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

CHARACTER.	Year Assigned	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> LOCAL	<u>7, 25</u>	<input checked="" type="checkbox"/> LMC
<u>At 1st to 1-28</u>		<u>MS4, 24</u>
		<u>BS11, 25</u>

Last Report No. 4503 Port Dub.Particulars of Examination and Repairs (if any) DAMAGE

(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?

Do. " Donkey " " "

If this was not done, state for what reasons?

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

Also 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?

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 Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined? Is it fitted with continuous liner?

or two liners?

or is it without liners?

Has shaft now been changed? If so, state reasons

Is the shaft now fitted new? Has it a continuous liner?

or two liners?

or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

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

The vessel on arrival was reported to have the furnaces down, fires were drawn and furnaces calibrated and found to be down as follows:-

Port Boiler:

Port Furnace - $1/8"$, $7/8"$, $7/8"$, $1-5/8"$, $2-3/4"$, $2-11/16"$, $2-1/4"$, $2-3/8"$, $1-3/16"$, $5/16"$.Centre " - $5/16"$, $1/2"$, $1-1/16"$, $1-3/8"$, $2"$, $2-7/16"$, $1-1/2"$, $9/16"$, $1/2"$, $1/4"$ Starboard " - $3/8"$, $1/8"$, $1/4"$, $1"$, $1-1/4"$, $1-1/4"$, $7/8"$, $3/8"$, $1/8"$, $3/16"$.

Starboard Boiler:

Port Furnace - $3/8"$, $1/2"$, $1"$, $13/16"$, $1-3/8"$, $1-7/16"$, $1-9/16"$, $2-1/4"$, $1-1/8"$, $1"$.Centre " - $11/16"$, $1-1/16"$, $1-9/16"$, $2-7/8"$, $3-1/4"$, $3"$, $2-3/4"$, $1-13/16"$, $1-1/16"$, $7/16"$.Starboard " - $1/8"$, $3/16"$, $9/16"$, $1"$, $1-3/16"$, $15/16"$, $7/8"$, $3/4"$, $7/16"$, $3/8"$.

The Port and Centre Furnaces in port boiler and the centre furnace of starboard boiler were jacked back into place. All plain tubes were expanded and small stays caulked in combustion chambers.

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. 0.11, B.&M.S. 0.11, or L.M.C. 0.11, 140 lb., F.D., &c.)

In the opinion of the undersigned the vessel is fit to remain as at present classed ☒ LOCAL with out fresh record of survey.

Survey Fee (per Section 88) £ P150.00

Fees applied for

19

Special Damage or Repair Fee (if any) £

(per Section 88.)

Received by me,

19

Travelling Expenses (if chargeable) £ P. 50.00Cable Expenses £ P 10.34Committee's Minute FRI. 20 MAY 1927.TUES. 24 MAY 1927TUES. 12 JUL 1927

Assigned

Deferred for

C. W. Nelson
Engineer Surveyor to Lloyd's Register of Shipping.

009815-009826-0062

Lloyd's Register
Foundation

BT due 11.36
Two furnaces in port boiler & one in
starboard fired.

N.B.—If this Report is copied by Copring Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

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

18/5/27.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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