

15 DEC 1926

(Received at London Office

Date of writing Report 11th 1934th December 1926. When handed in at Local Office 14th December 1926. Port of Dublin

No. in
Reg. Book. 69067 Survey held at Limerick Date, First Survey 14th November Last Survey 23rd November 1926
on the Machinery of the ~~Wood, Iron or Steel~~ "EMPEROR OF HAVANA" (No. of ~~Plates~~ Days) 7

Tonnage	Gross	2186	Vessel built at	Port Arthur. Gnt.	By whom	Pt. Arthur. S. B. Co.	When	1919 — 8 mo
	Net	1283						

Engines made at Port Arthur. Gnt. By whom Pt. Arthur. S. B. Co When 1919
 Boilers, when made (Main) 1919 (Donkey) ✓
 Nominal Horse Power { 265
 No. of Main Boilers 7

No. of Main Boilers	Two	Owners	Emperor of Havana Ltd	Owners' Address	
No. of Donkey Boilers	✓	Managers	Canada - Cuba Line Ltd	(If not already recorded in Appendix to Register Book).	
Steam Pressure					

Steam Pressure—
in Main Boilers 190 lbs
in Donkey Boilers ✓

Managers Canada - Cuba Line Ltd. Port Montreal Voyage Cadiz

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

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

Last Report No. _____ *Port* _____

Particulars of Examination and Repairs (if any) DAMAGE.

(Periodical Surveys, when held, must be reported in detail and serialim 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 Copy of Sub. Cert. & Report herewith.

Was a damage report made by anyone else? If so, by whom? Undersigned for Underwriters.

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

Do.	"	Donkey "	"	
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If this was not done, state for what reasons? Boilers not prepared for service.

And what parts of the Bollers 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?

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? no Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of ✓

Has shaft now been changed? no If so, state reasons ✓ the shaft to permit of it being efficiently lubricated? }

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? ☒

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? *not seen. Vessel afloat.*

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

DAMAGE:- Stated to have been sustained by Heavy weather during the voyage from Montreal to Limerick.

At the Request of the Gunners Representative, examined the following power pumps of vessel afloat at Limerick.


It was stated that vessel was proceeding down the River, after discharging a cargo of wheat at Limerick, when the independent circulating pump went out of action; that the Ballast donkey pump was then used to circulate the condensers and afterwards also broke down, and vessel returned to Limerick for repairs.

INDEPENDENT CIRCULATING PUMP:- Found pump part opened up and dismantled; examined same and recommended that further parts be opened up for examination.

NOW DONE:- The sides of Impeller rim machined, a brass liner fitted and secured to each side and machined to suit casing; (P.T.O)

General Observations, Opinion, and Recommendation:—The machinery of this vessel is now in
(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, or L.M.C. 9, 11,
140 lb., F.D., &c.)
an efficient condition and eligible in my opinion to remain as now classed in the Register
Book without fresh record of Survey.

It is stated that vessel has been sold subject to delivery to new Owners in Japan and that vessel is now proceeding there. The name of the new Owners were not stated.


Survey Fee (per Section 25) £	1			Fees applied for 3/12/1926	
Special Damage or Repair Fee (if any) (per Section 25.) £	14	:	14		
Travelling Expenses (if chargeable) £	8	:	2	6	
				Received by me, 6/12/1926	Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute
Assigned *As now* TUES. 21 DEC 1926 FRI. 20 MAY 1927 TUES. 24 MAY 1927

TUES. 24 MAY 1927
 TUES. 12 JUL 1927

Engineer Surveyor to Lloyd's Register of Shipping

Wm. Scott

27.  Lloyd's Re

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001813-001826-00802

Port of Dublin.

Continuation of Report No. 4503

dated 13th December 1926 on the

STEEL, S.S. "EMPEROR OF HAVANA"

DAMAGE, REPAIRS, CONTINUED:- INDEPENDENT CIRCULATING PUMP:- Casing races

skinned up true; impeller shaft liner skinned up ^{key renewed} and bush re-metalled; Crank shaft tested in lathe, balance weights refitted to crank webs with new holding down bolts, engine lifted and shaft reset to alignment; cylinder acetylene welded where cracked and afterwards annealed; piston drawn and examined; slide valves & face examined.

BALLAST DONKEY PUMP:- Found pump suction & delivery valve chests opened up, examined same and recommended that the working parts of pump be opened up for examination.

NOW DONE:- Brass stopper valve pins of the suction & delivery valves renewed, valve chest covers bored and stopper pins fitted to bear down on top of delivery valve stopper pins, the delivery valve stoppers lengthened to bear down on the suction valve stopper pins; All springs renewed and owners spare valves ^{fitted}; one delivery valve seat refitted; rings of both pistons and one broken piston renewed; holding down bolts of one bucket fitted with split pins; one crosshead reset and pin renewed, crosshead arm faired.

INDEPENDENT FEED PUMPS:- (Two):- Stated to have been overhauled while anchored in the River at Limerick after breakdown and necessary making up liners fitted to steam valves and two broken rings of forward pump plunger renewed.

NOW DONE:- Tested both pumps with steam; found pumps to turn satisfactorily but not pumping. Found plug of charge cock between feed tanks & pumps, bottoming and drawing air, and had necessary repairs effected. Opened up feed tanks, sea and connecting valves in suction manifold chests, found connecting non-return valve in screw down valve chest and vice-versa, now refitted valves in correct valve chests; supply two spare plunger rings.

GENERAL SERVICE PUMP:- Stated to have been overhauled by shore labours while vessel was discharging at Limerick.

NOW DONE:- Tried pump with steam and found that Pump would not run. Opened up steam chest and drew valves; found D valve face worn oval, shuttle valve rings worn and one broken. Ground up valve and face true and renewed shuttle valve rings; reset valves and re-adjusted valve gear.

MAIN ENGINE BILGE PUMPS:-

NOW DONE:- Opened up suction & delivery valve chests; found delivery valve of after pump worn and seat slack. Renewed seat and valve and two stopper pins. Bilge pump suction mud box cleared of ashes and dirt and cleaned.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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STEEL. SC. "EMPEROR OF HAVANA"

DAMAGE REPAIRS, CONTINUED:-

Found small drain hole bored in underside of main injection pipe, now plugged same with a bolt and washer with efficient grommet. Open holes found in Bilge & Tank pipes now fitted with screwed plugs and bolts as necessary.

Machinery space bilges full of water and over D.B. tanks on starboard side, stokehold platform awash on starboard side and tunnel flooded to a depth of about two feet and ships Engineers unable to pump out same.

Now traced bilge & tank suction, pumped out bilges & tunnel and cleaned strum boxes, and refitted identification plates to correct valves & chests.

Screw caps of sounding pipes in tunnel to D.B. Tanks, found missing & wood plugs inserted; pipes now fitted with screwed caps.

DYNAMO:- Tried dynamo under steam and found commutator sparking. It was stated that the dynamo had been overhauled and repaired while vessel was discharging at Limerick. The Armature now requires stoving, but time did not permit of this repair being now effected.

On completion of repairs, tested the circulating pump on Condenser; ballast donkey pump on machinery & hold bilges, ballast tanks and on Condenser; general service pump on boilers and tank suction and pumped up after peak tanks; Independent feed pumps on boilers, and found all satisfactory. Tried main engines under steam and found same satisfactory.

C. E. Proby

Heavy weather damage
Pumps examined & repaired.
Est due 11.26.

It is submitted that
this vessel is eligible to
be entered in the Lloyd's Register

25/11
16/10/26



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